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EL MONTE

GENERAL PLAN

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GENERAL PLAN

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CITY OF EL MONTE GENERAL PLAN ACKNOWLEDGEMENTS

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Jack Crippen, Vice-Mayor
Dan Morgan, Councilman
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*Adopted July 23, 1991
Resolution No. 7196*

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RESOLUTION NO. 7196

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL MONTE,
CALIFORNIA, APPROVING THE CITY OF
EL MONTE GENERAL PLAN (1991) FOR
ALL PROPERTY LOCATED WITHIN THE
CITY OF EL MONTE, CALIFORNIA AND
CERTIFICATION OF THE FINAL
ENVIRONMENTAL IMPACT REPORT

WHEREAS, the City Council of the City of El Monte (the "City") has conducted an extensive review and revision of all of the elements of the "El Monte, California - General Plan 1991 as adopted in 1969 and as subsequently amended; and

WHEREAS, the completion of the El Monte General Plan (1991) and the accompanying Environmental Impact Report (the "EIR") as prepared in accordance with the California Environmental Quality Act of 1970, as amended ("CEQA") have resulted from such review and revision of the El Monte, California - General Plan 1990, including its amendments; and

WHEREAS, the El Monte City Council and El Monte Planning Commission conducted several public meetings for the purpose of reviewing drafts of El Monte General Plan (1991) and drafts of the EIR; and

WHEREAS, on February 25, 1991, the Notice of Preparation for the Draft EIR was circulated; and

WHEREAS, on April 17, 1991, a draft of the El Monte General Plan (1991) and the Draft EIR were circulated; and

WHEREAS, the El Monte City Planning Commission, conducted a public hearing on May 20, 1991, to review the El Monte General Plan (1991) and the Draft EIR, and thereafter, the Planning Commission adopted its Resolution No. 2224, recommending to the El Monte City Council approval of the El Monte General Plan (1991) and comments on the Draft EIR; and

WHEREAS, the City Council conducted a public hearing on June 25, 1991, regarding the El Monte General Plan (1991) and the Draft EIR, at which time all interested persons were given

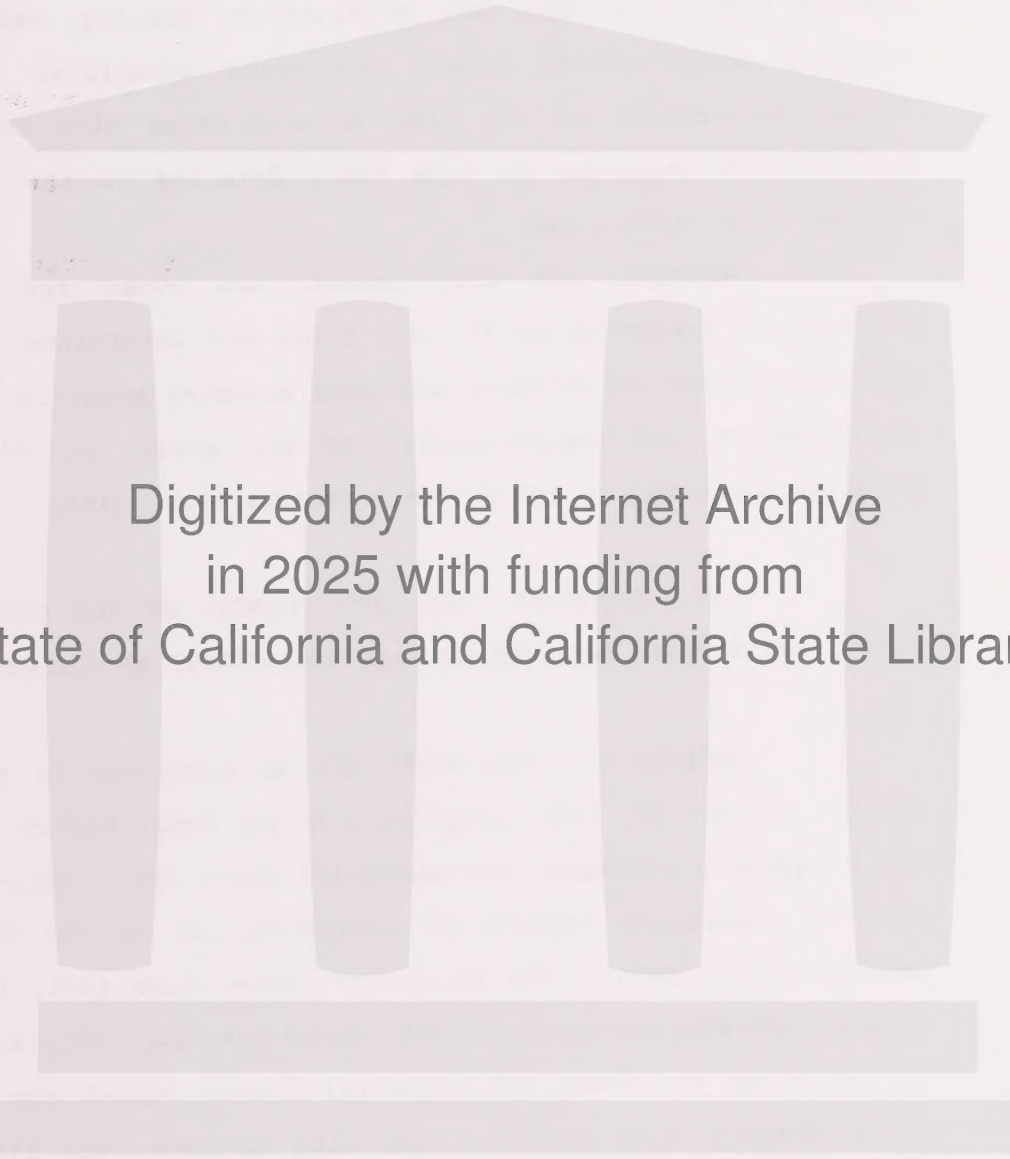
full opportunity to be heard and present evidence and testimony thereon; and

WHEREAS, in its review of the El Monte General Plan (1991) and the Draft EIR, the City Council fully considered the impacts upon local land use, circulation, housing, open space, resource conservation, safety and noise associated with the future development of the City in accordance with the goals, policies and programs as more fully detailed in the El Monte General Plan (1991); and

WHEREAS, the City Council has considered all the information presented to it, and finds and determines that the public convenience, welfare, and good planning practice requires the adoption and implementation of the goals, policies, and programs contained in the El Monte General Plan (1991).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES HEREBY PASS AND APPROVE AS FOLLOWS:

SECTION 1. The Draft EIR as submitted to the City Council on June 25, 1991, complies with the requirements of CEQA, and adequately addresses the so-called short term, long-term as well as cumulative impacts of implementation of the El Monte General Plan (1991). The Draft EIR, dated June 1991, together with an addendum to the Draft EIR, dated June 14, 1991, is hereby certified as the Final Environmental Impact Report for the El Monte General Plan (1991). The City Council also finds and determines based upon the contents of the Final EIR that the potential effects upon fish and wildlife which may be associated with the adoption and implementation of the El Monte General Plan (1991) as referenced in Fish and Game Code Section 711.2 are insignificant and the City Council approves the filing of de minimis impact finding as authorized thereunder with respect to the certification of the Final EIR.



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SECTION 2. The City Council hereby finds that the El Monte General Plan (1991) contains several programs to mitigate the anticipated environmental impacts of implementation of the El Monte General Plan (1991) as identified in the Final EIR. Among these mitigation measures as included in the El Monte General Plan (1991) programs are:

Final EIR p. 4-4 and p. 4-9: Review and adoption of Transportation System Management strategies;

Final EIR p. 4-24: Implementation of redevelopment programs;

Final EIR p. 4-25: Assist non-profits that wish to construct low cost housing;

Final EIR p. 4-33: Participate in regional transportation planning.

The Final EIR contains other mitigation measures to reduce and eliminate the significant environmental effects of the implementation of the El Monte General Plan (1991). The City Council hereby incorporates such mitigation measures as identified in the Final EIR into this Resolution approving and certifying the Final EIR. The City Council further finds and determines that specific programs as included in the El Monte General Plan (1991) have been prepared in order to address each of the mitigation measures as identified in the Final EIR.

SECTION 3. The City Council hereby authorizes and directs the Director of Planning and Community Development to prepare and submit a written report to the City Council no later than June 30, 1992, which details the status of compliance with the mitigation measures included in the Final EIR as implemented under the El Monte General Plan (1991) from and after the date of adoption of this Resolution.

For each mitigation measure as identified in the Final EIR and included in the El Monte General Plan (1991), the report of the Director of Planning and Community Development shall include:

- i) a description of the action taken to administer or implement the mitigation measures; and
- ii) if appropriate, a budget request for funding of such work as may be necessary or appropriate to prepare or complete a report or study or perform any public work of improvement as may be associated within a specific mitigation measure; and
- iii) a recommendation regarding future monitoring and compliance efforts associated with such mitigation measures.

SECTION 4. The City has received an item of correspondence dated May 13, 1991, from the State of California Department of Housing and Community Development (the "Department") in which the Department notes that although the Housing Element of the El Monte General Plan (1991) includes programs deemed to be adequate by the Department, nevertheless, in the opinion of the Department, the Housing Element does not "identify adequate sites for the development of housing to accommodate the City's share of regional housing need ...". The Department further notes that the proposed "infill" and "recycling goals" of the Housing Element may not "realistically accommodate the identified [affordable housing development] needs of the City...".

In accordance with Government Code Section 65588(f), the City Council hereby finds and determines that the Housing Element of the El Monte General Plan (1991) as reviewed in the May 13, 1991, correspondence of the Department; and as

subsequently augmented by the City, substantially complies with the requirements of Government Code Section 65580, et seq. The bases for this finding are that:

- i) There is no requirement that specific sites be identified for development of affordable housing. However, there is adequate provision for the identification of lands on which affordable housing may be developed in the Housing Element to accomplish the goal of providing to the City's share of regional housing need. Furthermore, there is in fact at least one specific site at Iris Lane and Tyler Avenue as identified in the Housing Element for a 500 unit senior citizen rental housing facility which will include at least 150 units reserved for occupancy by low-and very-low income senior citizen households and a second specific site for proposed development of affordable rental housing was also added during the public hearing process for a location on Esto Street in the City.
- ii) It is recognized in the law that the total housing needs for a community or a region as identified in Government Code Section 65583(a) may exceed available resources and a community's ability to satisfy this need within the context of general plan housing element requirements. The City does not claim that the recent infill and recycling development of 429 new housing units in itself satisfies the City's goals for affordable housing development. However, the City Council respectfully submits that Housing Element Programs 2A through 4C, inclusive,

specifically, and aggressively address affordable housing development in the City.

SECTION 5. The City Council hereby finds and determines that the principal focus of the El Monte General Plan (1991) includes the achievement of the following goals:

- * To protect established residential neighborhoods from intensification beyond the levels the infrastructure can support;
- * To provide business opportunities for a variety of commercial and industrial enterprises;
- * To establish an attractive, functional downtown area which supports a compatible mixture of residential, employment, entertainment, and public service uses;
- * To provide a circulation system capable of supporting future traffic levels and of efficiently moving traffic within and through the City;
- * To create a range of housing opportunities for all income levels;
- * To protect and enhance regional water and air quality resources consistent with regional goals;
- * To preserve and develop open space areas for parks and other recreational uses;
- * To protect City residents and the business population from natural and man-made hazards such as earthquakes, fires, and hazardous materials; and
- * To reduce exposure of residents to excessive and potentially harmful noise sources.

SECTION 6. The City Council hereby finds and determines that the El Monte General Plan (1991) was prepared in accordance with California State Planning and Zoning Law, particularly, Title 7, Chapter 3 "Local Planning". The City Council hereby approves and adopts the El Monte General Plan (1991) as the general plan for the City.

SECTION 7. The City Clerk, with assistance from the Director of Planning and Community Development, is hereby directed to file a Notice of Determination with the Los Angeles County Clerk in accordance with CEQA, together with an

appropriate Certificate of Fee Exemption as authorized under Fish and Game Section 711.2.

SECTION 8. The Director of Planning and Community Development is hereby authorized and directed to cause to be printed and distributed an appropriate number of copies of the El Monte General Plan (1991). True and correct copies of the El Monte General Plan (1991), together with any amendment thereto as may be adopted in the future, shall be maintained by the Office of the City Clerk and the Secretary of the Planning Commission.

SECTION 9. This Resolution shall take effect upon adoption. The City Clerk shall certify to the adoption of this Resolution.

Passed, approved and adopted this 23rd day of July, 1991.

Don McMillon
Mayor of the City of El Monte

ATTEST:

Kathleen Kaplan
City Clerk of the City of El Monte

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF EL MONTE)

I, KATHLEEN KAPLAN, City Clerk of the City of El Monte, hereby certify that the foregoing Resolution No. 7196 was passed and adopted by the City Council of the City of El Monte, signed by the Mayor and attested to by the City Clerk at a regular meeting of said Council held on the 23rd day of July, 1991, and that said Resolution was adopted by the following vote, to-wit:

AYES: Mayor McMillen, Councilmembers Crippen, Morgan, Thurston and Wallach

NOES: None

ABSENT: None

Kathleen Kaplan
City Clerk of the City of El Monte

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EL MONTE

GENERAL PLAN

INTRODUCTION

CITY OF EL MONTE GENERAL PLAN

PLANNING FOR THE FUTURE

The City of El Monte lies in the heart of the San Gabriel Valley, an area experiencing dramatic demographic and development changes. Like its neighbors, in the years following World War II, El Monte transitioned from a semi-rural residential community to a mature, quiet suburb characterized by a mix of residential neighborhoods, local-serving commercial uses, and a growing but limited industrial base.

In the early 1980s, however, new development trends began to emerge as housing pressures throughout the greater Los Angeles area led to intensification of residential use in the City, and the value of commercial and industrial land for office and research and development type uses encouraged public and private redevelopment efforts. A regional population influx from Latin American countries and the Far East influenced demographic shifts in El Monte and in cities throughout the west San Gabriel Valley.

Many external economic factors have led to these changes in the City, although the location and extent of change have been shaped by City land use policies. These policies are spelled out in the *El Monte, California General Plan - 1990*, a long-range planning document adopted by the City Council in 1969. This document has served the City well for two decades. However, continuing growth pressures, as well as changes to State law regarding long range plans, have caused the plan to become outdated. This General Plan represents the City's response to bring the plan up to date and to establish a framework for the continued transition to a balanced urban community with a variety of housing, shopping, and employment opportunities.

PURPOSE OF THE GENERAL PLAN

State law requires every city and county to adopt and implement a comprehensive, long-range general plan for the physical development of that city or county. In essence, the plan serves as a blueprint for the future, providing decision makers with a solid foundation for making land use decisions.

In order to be considered comprehensive, the general plan must address many issues which are related to and influence land use decisions. Specifically, in addition to land use issues, the plan must also discuss and examine circulation issues, housing, the conservation of resources, the preservation of open space, public safety considerations, and the relationship of the noise environment to planning (Section 65302 of the Government Code). The plan should also recognize regional planning efforts relating to such regional issues as transportation, improvement of air quality, and waste management.

The City of El Monte General Plan contains goals, policies, and programs aimed toward comprehensively addressing these topics and guiding land use decisions into the twenty-first century. The major focus of the plan is to achieve the following goals:

- To protect established residential neighborhoods from intensification beyond the levels infrastructure can support;
- To provide business opportunities for a variety of commercial and industrial enterprises;
- To establish an attractive, functional downtown area which supports a compatible mix of residential, employment, entertainment, and public service uses;
- To provide a circulation system capable of supporting future traffic levels and of efficiently moving traffic within and through the City;
- To create a range of housing opportunities for all income levels;
- To protect and enhance regional water and air resources consistent with regional goals;
- To preserve open space areas for parks and other recreational uses;

- To protect City residents and the business population from natural and man-made hazards such as earthquakes, fires, and hazardous materials; and
- To reduce exposure of residents to excessive and potentially harmful noise sources.

ORGANIZATION OF THE GENERAL PLAN

The El Monte General Plan is divided into six elements, or chapters, which meet the requirements of State law. These elements are the Land Use, Circulation, Housing, Open Space and Conservation, Safety, and Noise Elements. In addition to the State mandated issues, the plan also addresses a topic of regional significance - air quality. Air quality concerns and programs are addressed primarily in the Open Space and Conservation Element and to a lesser degree, in the Circulation Element. Figure I-1 illustrates the relationship between required General Plan topics and the El Monte General Plan.

ORGANIZATION OF THE GENERAL PLAN AS A WHOLE

The General Plan as a whole consists of three sections - the General Plan policy document, the technical reports, and the Environmental Impact Report (EIR). The six elements outlined above and contained here comprise the policy document. These elements contain the goals, policies, and implementation programs which will guide land use decisions. Also included with the elements is a glossary of terms used in the General Plan.

The technical reports contain background information which was used to formulate policy. These reports provide statistics and maps which describe base conditions in El Monte as of 1989. The data may be updated over time to provide further policy guidance as necessary.

Finally, the EIR provides the necessary review of anticipated environmental consequences associated with the long-term implementation of the General Plan. This review was performed consistent with the requirements of the California Environmental Quality Act (CEQA).

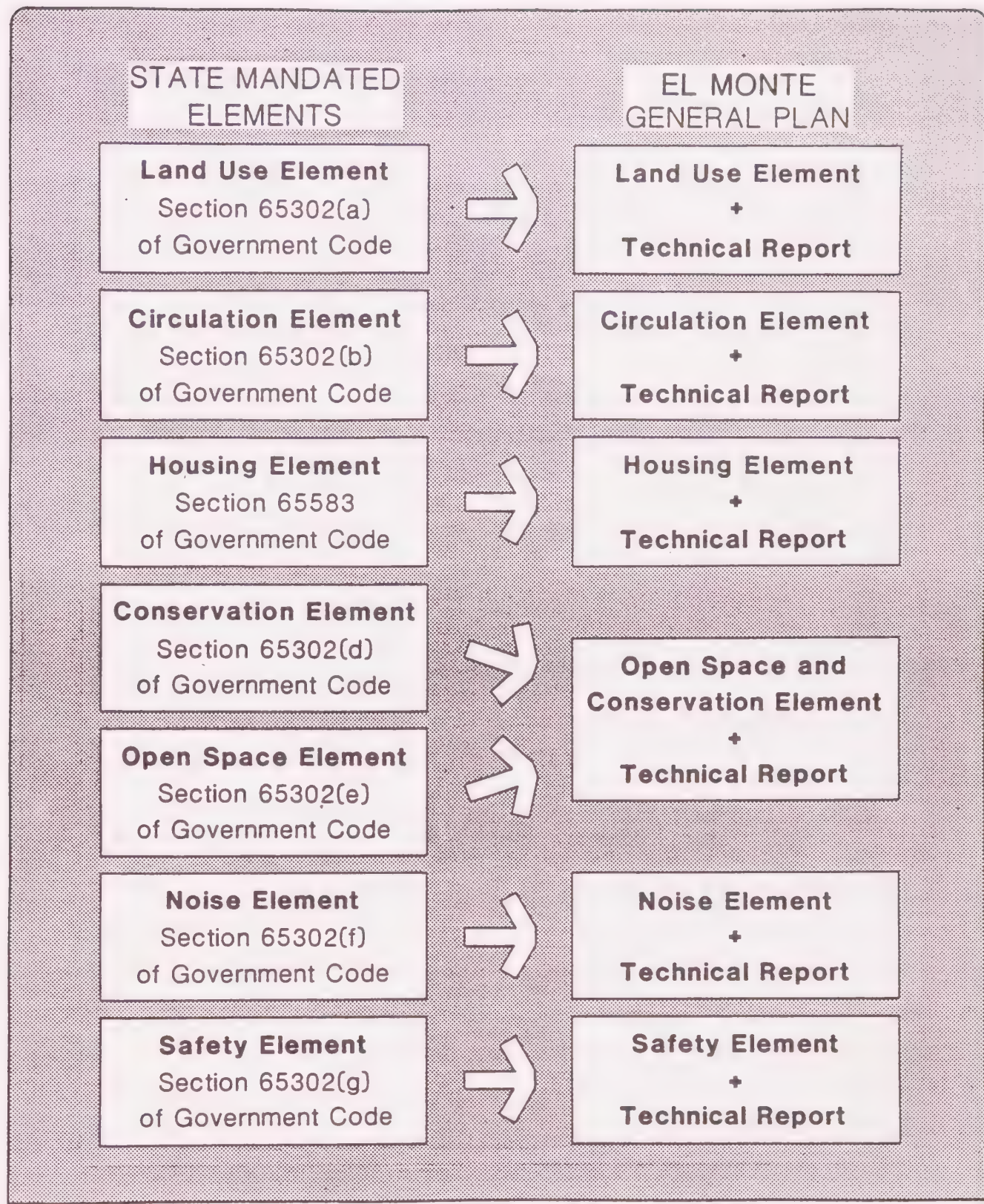


Figure I-1
Required General Plan Topics

ORGANIZATION OF THE INDIVIDUAL ELEMENTS

Each of the six elements is divided into four sections - the Introduction, Issues Identification, Goals and Policies, and the "Plan" section. The Introduction describes the purpose and focus of the element and also introduces other plans and programs which, in conjunction with the General Plan, may be used to implement specific policies and programs. The Issues section highlights short- and long-range planning issues requiring attention in the element.

The Goals and Policies section presents the City's long-term policy objectives for land use, circulation, housing, preservation and use of open space and natural resources, and protection of public health and safety.

The goals and policies are presented by issue or topic, and a brief description of philosophy or policy direction guiding those objectives precedes each group of goals and policies. Also included are implementation measures aimed toward achieving stated goals. For general reference, the following definitions are used for goals, policies, and implementation measures:

GOAL: A GOAL IS A BROAD STATEMENT OF PURPOSE AND/OR DIRECTION.

Policy: A policy describes a more definitive course of action.

Implementation: An implementation measure describes specific programs which will be used to achieve goals and to put policies into effect.

The fourth and final section of each element contains the "plan," or the further definition of programs the City will undertake to implement General Plan policy. For example, the Land Use Element presents the "Land Use Plan" which indicates the types and intensities of land use permitted Citywide. The "Safety Plan" in the Safety Element describes programs and actions various City agencies will implement to protect residents and the business population from hazards associated with living and working in the urban environment. Wherever possible, each element contains maps, diagrams, and tables to illustrate General Plan policy.

TECHNICAL REPORTS

Background data pertaining to the various general plan elements are contained in a series of General Plan Element Technical Reports. These reports are bound under separate cover. They should be referred to for questions relating to the status of the City at the time of the Plan's adoption, as well as for information on the basis for plan goals, policies, and implementation measures.

CITIZEN PARTICIPATION IN PLAN PREPARATION

Preparation of this General Plan update involved interaction among City staff, the Planning Commission, the City Council, and the residents and business people of El Monte.

The Planning Commission, acting as the General Plan Advisory Committee, worked with staff to formulate goals and policies and to develop the preferred land use policy alternative. This information was presented to the public as the Draft General Plan at a public workshop. Public comments, together with the Draft Plan, were discussed with the City Council and Planning Commission in joint study sessions prior to formal hearings on the General Plan.

Following the workshop and study sessions, public hearings were conducted before the Planning Commission and City Council during the months of May through July of 1991 prior to adoption of the General Plan.

RELATIONSHIP TO THE STRATEGIC PLAN

The City of El Monte is currently working on a strategic plan that addresses management and operational issues related to achieving both short- and long-term community goals. The Strategic Plan is more comprehensive than the state-mandated General Plan, which deals specifically with the land use issues and the built environment. Although the two plans examine different issues and establish different implementation measures, they should be consistent in their identification of what the issues are and the priority of projects.

A strategic plan is a comprehensive approach to problem solving that allows for a coordinated effort involving all City departments, El Monte City School District, El Monte Union High School District, Mountain View School District, and the El Monte Chamber of Commerce. The Strategic Plan provides the City with the opportunity to define goals and objectives, and determine where and how resources should be spent. The outcome is the maximization of limited resources while accomplishing the stated goals. The Strategic Plan will provide the tools necessary for El Monte to meet the challenges of the future.

Upon completion and adoption, implementation of the Strategic Plan will be handled by the respective departments and agencies. The projects used to implement the goals and objectives of the plan will be coordinated for maximum efficiency. In most cases, the City Council will evaluate the plan and make any revisions necessary. This long-range planning document will allow El Monte to become pro-active in meeting the future.

EL MONTE

GENERAL PLAN

LAND USE ELEMENT

**CITY OF EL MONTE
GENERAL PLAN**

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INTRODUCTION TO THE LAND USE ELEMENT

PURPOSE OF LAND USE ELEMENT

The Land Use Element and the Land Use Policy Map represent the two most important components of the General Plan. Together these two parts of the Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of various types of planned land use in El Monte, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other five General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. In the Housing Element, the call for affordable housing opportunities requires that higher density residential areas be shown on the Land Use Policy Map.

The City intends to achieve a number of objectives through implementation of the goals and policies contained in this element. These objectives include:

- To attain a balanced mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To work toward regional jobs/housing balance goals;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To revitalize specific areas of the City which could benefit from public and private redevelopment efforts;
- To create a City environment which makes El Monte a pleasant place to live, work, shop, and do business;

- To improve El Monte's built environment through strict design guidelines and aggressive code enforcement; and
- To enhance and diversify El Monte's tax base.

SCOPE AND CONTENT OF THIS ELEMENT

In order to best address land use issues affecting El Monte, this element is divided into three subsequent sections - Issues Identification, Land Use Element Goals and Policies, and the Land Use Plan. The Issues Identification section highlights land use issues facing the City and sets the framework for goal formulation and policy and program development. These goals, policies, and programs (implementation measures) are stated in the second following section. Lastly, the Land Use Plan portion describes in detail the Land Use Policy Map and identifies how long-term land use policy will be implemented in El Monte. Background data pertaining to land use is contained in the Land Use Technical Report, bound under separate cover.

RELATED PLANS AND PROGRAMS

Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they are in certain physical planning documents, plans, and ordinances the City can adopt. Whereas the land use categories described in the Land Use Plan section of this element indicate general categories of permissible use, documents such as the zoning ordinance regulate the actual use and development standards applicable to properties Citywide. Other plans such as specific plans and redevelopment plans are examples of other plans which establish more definitive use standards. These types of plans are described below.

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that several planning issues expand beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect El Monte.

Relevant regional plans are discussed briefly in the following paragraphs.

City of El Monte Zoning Ordinance

The City of El Monte Zoning Ordinance is the primary tool used to implement long-term land use policy. State law requires consistency between the land use policy map and zoning, meaning that if a property is designated on the General Plan map for low density residential use, the zone district applied to that property must be a single-family, R-1 zone. Once land use policy is adopted, State law indicates that General Plan/zoning consistency must be attained within a "reasonable" period of time. It should be noted that El Monte recognizes some rezoning will be required once this plan is adopted.

The land use designations contained in this element and the land use boundaries correspond to one or more zoning districts. Table LU-2 in the Land Use Plan section establishes the relationship between land use policy and zoning.

Specific Plans

Provisions in State law allow for the adoption of specific plans which, as their name implies, provide very specific descriptions of permitted land uses and development criteria applicable to a specified property. Specific plans generally are prepared for large or unique parcels of land and are intended to establish design guidelines for a project as well as development standards.

The use of specific plans along major arterial streets has also become a common method for encouraging private redevelopment of poorly developed commercial corridors.

Redevelopment Plans

The State legislature has enacted laws which permit cities and counties to adopt redevelopment plans. Redevelopment plans are developed for the purpose of revitalizing and rehabilitating blighted areas of a city or county. Redevelopment plans provide a means for government agencies to encourage private reinvestment in blighted areas through initial government assistance.

El Monte has adopted seven redevelopment plans throughout the City, focusing redevelopment efforts in the central City area and along Valley Boulevard. These plans establish programs for upgrading infrastructure, cleaning up building facades, and making other improvements to enhance the appearance and function of the City's commercial and industrial areas. Programs spelled out in these redevelopment plans implement land use policy objectives articulated in this Land Use Element.

Airport Land Use Plan

The State Public Utilities Code requires that airport land use plans be prepared for all public use airports in the State. The purpose of such plans is to provide for the orderly growth of airport lands and lands surrounding airports, and to safeguard the public. Regional airport land use commissions are responsible for preparing such plans and for reviewing development proposals within airport-influenced areas. Such review is made independent of and in addition to local jurisdiction review. Land use decisions made by local jurisdictions for properties lying within these airport planning areas must be consistent with any adopted airport land use plan.

El Monte Airport, which parallels the Rio Hondo Channel in the northern half of the City, is a public airport subject to airport land use plan requirements. As of 1991, the Los Angeles County Airport Land Use Commission had not adopted a plan for El Monte Airport. However, the City plans to cooperate with the Commission in drafting a plan which reflects City land use policy and responds to the airport's land use and safety requirements.

Regional Plans

In the latter half of the 1980s, growing regional concern over traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns. The three plans which affect planning in El Monte include SCAG's *Regional Mobility Plan*, *Growth Management Plan*, and the *Air Quality Management Plan* prepared by the South Coast Air Quality Management District (SCAQMD). These three plans are intended to work in concert to reduce traffic congestion and pollutant levels basinwide. Planning

strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

El Monte has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and SCAQMD's regional goals. In particular, policies in this Land Use Element address regional jobs/housing balance objectives, the Circulation Element contains programs aimed at reducing traffic congestion, the Housing Element discusses El Monte's role in providing affordable housing, and the Open Space and Conservation Element outlines the City's efforts to participate in programs aimed at improving regional air quality.

ISSUES IDENTIFICATION

The State General Plan Guidelines outline in broad terms the issues to be addressed in a land use element. However, the law identifies three specific topics which must be covered - the standards of population density and building intensity for each land use category, identification of lands subject to flooding, and designation of lands for timberland production (if applicable).

The Land Use Plan section of this element discusses land use categories and the population densities/building intensities assigned to each category. Flooding issues, as well as other potential land use constraints, are addressed below. With regard to timberland, El Monte is an urban city and does not contain any timberlands; therefore, no discussion is required.

LAND USE CONSTRAINTS

El Monte lies in an area relatively free of environmental hazards. Those which are present do not place severe constraints on development. The Safety Element describes flooding and seismic conditions in the City and indicates that engineering solutions are readily available to deal with these concerns.

Land use constraints of greater concern are not those imposed by nature but instead consist of those related to established land use patterns.

Flooding

The two major flood control channels - the Rio Hondo Channel and the San Gabriel River - which pass through and around El Monte provide a high degree of flood protection. No parts of El Monte are subject to flooding due to 100-year storm flows. (Refer to the Safety Element Technical Report for a discussion of 100-year storm flows.) Minor flooding does occur two or three times a year at the Garvey Avenue underpass of Interstate 10 due to debris accumulation.

Flooding due to failure of the Santa Fe Dam is considered an unlikely event and therefore does not present any constraints to land use.

Seismic Considerations

Southern California is an area known for earthquakes and the hazards associated with these seismic events. Groundshaking represents the most common hazard, although such phenomena as ground surface rupture, landsliding, and liquefaction (the failure of cohesionless, water-laden soils due to shaking) can occur in conjunction with an earthquake. Lands subject to such hazards may be unsuitable for certain types of development.

Groundshaking and liquefaction (refer to Figure S-1 in the Safety Element) represent the only two seismic hazards affecting El Monte. Neither of these two hazards place restrictions on land use since State and City building codes require new buildings to be built to withstand groundshaking and liquefaction effects. Also, older buildings must be reinforced to conform to seismic standards.

Established Land Use Patterns

Certain types of land use are by nature incompatible. For example, heavy industrial operations may produce noises, smells, and traffic which adversely impact quiet residential neighborhoods. Airports may have similar operating characteristics which suggest that such uses be separated from residences, schools, and hospitals.

El Monte has both a large, established industrial area in the northwest section of the City and an airport which affect land use. Also, Interstate 10, which bisects the City, and the railroad represent major noise sources constraining land use.

Airport operations in particular influence land use patterns in the airport environs. In addition to noise concerns, flights in and out of the facility represent potential hazards to uses within the landing and take-off patterns. Flight routes to and from El Monte Airport are designed to minimize conflicts with and hazards to existing uses in the airport vicinity. However, new proposed uses must recognize the airport and its operating characteristics. The airport will continue to influence the types of land uses established and buildings constructed within the airport-influenced area, which will be defined by the airport land use plan to be prepared by the Los Angeles County Airport Land Use Commission.

ANNEXATION BACKGROUND

When the City of El Monte was established in 1912, the City totaled only 1.2 square miles.

El Monte started to expand in the 1940s when it annexed property in the outlying areas from the unincorporated area of Los Angeles County.

During the 1950s, the City grew to 2.1 square miles, with an additional 7.1 square miles annexed in the 1960s. While growth has broadened the range of land uses in the City, it has also created many problems due to non-conforming uses and mixed zoning inherited from the County.

From the 1970s to the present, annexations produced another 0.2 square miles to bring El Monte to its present boundaries.

GROWTH ISSUES

SCAG predicts that 1,071,500 people will live in the East San Gabriel Valley in the year 2010. This represents a 45 percent increase in population between 1984 (SCAG's baseline year) and 2010. The East San Gabriel Valley is anticipated to be among the five top SCAG subregions experiencing the largest absolute increase in population during this period.¹

As part of the San Gabriel Valley subregion, El Monte will feel the impacts of growth in terms of increased housing demand and demand on City services and facilities. The Housing Element discusses in detail programs the City will undertake to respond to anticipated housing needs. Growth in both the residential and business sectors of the community will require improvements to the street system, as outlined in the Circulation Element.

¹ *Regional Growth Management Plan*, Southern California Association of Governments, February 1989.

COMMUNITY APPEARANCE AND URBAN DESIGN

Much of El Monte was developed prior to the establishment of stringent zoning regulations or design guidelines. As a result, many neighborhoods and commercial and industrial districts appear haphazardly developed. Evidence of age and wear is also becoming apparent as the City matures.

City-sponsored redevelopment plans have provided effective means of upgrading specific commercial and industrial target areas. Private redevelopment initiatives have resulted in some recycling of older residential units to newer homes. However, no Citywide effort has been undertaken to clean up aging commercial strips and industrial sectors or to establish more definitive, descriptive development and design standards for new projects. Entries to El Monte are poorly defined, and major commercial streets exhibit an unfriendly "strip commercial" appearance common to many older southern California communities. With the exception of efforts extended along Valley Mall, commitments to improve the City's image and identity through urban design mechanisms have yet to be made.

LAND USE ELEMENT GOALS AND POLICIES

The goals and policies presented below outline the City's long-range strategies for achieving a balanced, revitalized community. These strategies focus on working toward a suitable mix of residential, commercial, and industrial land uses; implementing redevelopment plans and other revitalization schemes; providing a wide range of housing opportunities for all income groups; maintaining a strong economic base; and offering community residents easy access to open space and recreation resources.

BALANCED LAND USE

A balanced community is one which offers residents a broad range of housing and business opportunities, as well as equal access to parks, libraries, police and fire protection services, and other community facilities and services which make the El Monte a pleasant place to live and work. By encouraging a mix of uses, the City can achieve a more stable economic base, reduce traffic congestion, and enhance the overall living environment.

GOAL 1.0: Maintain a balanced and diversified distribution of land use in El Monte.

Policy 1.1: Ensure that zoning designations correspond to General Plan land use policy as shown on the General Plan Land Use Policy Map.

Implementation 1.1.1: Undertake a program to determine where zoning/General Plan inconsistencies exist and to rezone properties as appropriate to be consistent with the General Plan.

Policy 1.2: Encourage the development of both commercial and residential uses within areas of the City designated for mixed use.

Implementation 1.2.1: Implement redevelopment programs contained in the Downtown El Monte and El Monte Center Redevelopment Plans.

Implementation 1.2.2: Undertake zoning ordinance revisions to allow for mixed use in areas designated Medium Density/ General Commercial on the land use policy map.

Implementation 1.2.3: Utilize redevelopment to acquire and assemble land for commercial development.

Policy 1.3: Assure proper implementation of the General Plan Land Use Map and encourage consistency between zoning and General Plan designations.

Implementation 1.3.1: Prior to approving land use entitlements, the General Plan land use designation and zoning map designation shall be consistent.

ELIMINATION OF BLIGHT

Portions of the City's commercial and industrial areas show signs of age and wear. Blighting conditions in these business districts can be a strong disincentive to new private commercial investment in the City. Through redevelopment and revitalization programs aimed at both buildings and infrastructure, the City can encourage and attract new business and thereby realize the benefits of new jobs, increased commerce, and higher tax revenues.

El Monte has a large number of older poorly located billboards which cause visual blight. While the City recognizes billboards as a legitimate form of advertising, programs should be undertaken to limit their location. The City also has a large number of non-conforming on-site signs which need to be replaced with more appropriate signage.

Older residential neighborhoods also display marks of an aging community, although private redevelopment efforts have resulted in attractive new single-family homes and apartments Citywide. Typically, the newer units are more expensive than those over 10 years old. If residents are to have equal access to decent, affordable housing, the existing housing stock needs to be maintained and upgraded. The Housing Element establishes firm, quantifiable goals and policies for revitalizing the existing housing stock. The following goal and policies provide general City policy direction in this regard.

GOAL 2.0: Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.

Policy 2.1: Focus attention on rebuilding and revitalizing older sections of the community.

Implementation 2.1.1: Continue to implement existing redevelopment plans, and adopt new plans as necessary to facilitate revitalization.

Implementation 2.1.2: Use Community Development Block Grant, redevelopment set-aside, and other funding sources outlined in the Housing Element to finance housing rehabilitation programs.

Policy 2.2: Maintain a strong code enforcement program, and provide code enforcement staff with adequate resources to ensure code violations are corrected Citywide.

Policy 2.3: Establish strong graffiti clean-up programs for all areas of the City.

Policy 2.4: Maintain a strong effort to abate non-conforming on-site signage.

Policy 2.5: Remove poorly located or designed billboards as a method to reduce visual blight.

PROVIDE A WIDE RANGE OF HOUSING OPPORTUNITIES

The following goal and supporting policies re-emphasize the policy statements contained in the Housing Element. These policies underscore the City's commitment to provide housing which meets the income, space, and special requirements of a diverse population.

GOAL 3.0 - Encourage a variety of residential developments with varying housing types, densities, and price levels to meet the needs of existing and future City residents.

Policy 3.1: Continue to support the efforts of non-profit and for-profit organizations wishing to construct housing for the elderly, handicapped, and lower income households.

Implementation 3.1.1: Implement the housing programs outlined in the Housing Element.

Policy 3.2: Encourage the development of residential projects within the designated "mixed use" areas of El Monte.

Policy 3.3: Preserve existing single-family neighborhoods which have not experienced recycling to higher intensity residential uses.

PROMOTE COMMERCIAL AND INDUSTRIAL BUSINESS

Commercial enterprise in El Monte provides a stable economic base, offers job opportunities to community residents, and meets community needs for ready access to retail and service commercial businesses. The following goals and policies outline the City's desire to attract and maintain all types of commercial and industrial businesses.

GOAL 4.0: Provide a balanced distribution of well-maintained, functional commercial business areas.

Policy 4.1: Concentrate regional commercial development in a few areas of the City as a method of assuring their viability.

Implementation 4.1.1: Focus regional-drawing commercial uses in the Peck/Ramona area near El Monte Center, along the north side of Valley Boulevard east of the San Bernardino Freeway, and at the west end of Lower Azusa Avenue.

Policy 4.2: Maintain existing neighborhood commercial areas, and limit uses within these areas to low intensity retail and service commercial businesses which serve the immediate needs of surrounding residential neighborhoods.

Policy 4.3: Allow for centralized development of professional office uses.

Policy 4.4: Assure that all new projects provide adequate amenities and a good tenant mix.

Implementation 4.4.1: Develop specific plans for all major arterial streets, with special attention towards a project's financial success.

GOAL 5.0: Develop a strong, diversified industrial element in the community to provide a range of employment opportunities, as well as a stable tax base.

Policy 5.1: Continue to focus industrial activities in the following areas:

- South of Interstate 10 between the freeway and the Rio Hondo Channel; and
- The Northwest Industrial area.

Policy 5.2: Encourage the recycling of aging industrial operations to modern, mixed use business parks.

Policy 5.3: Protect residents and the local environment from potential adverse impacts associated with industrial operations.

Policy 5.4: Given the Valley Mall is quickly becoming a destination shopping location for the Hispanic community, land use and economic development policies should focus on strategies to better capture the Hispanic market.

PROVIDE FOR OPEN SPACE

The Open Space and Conservation Element addresses in detail the City's goals for providing adequate park and recreation resources and for ensuring that all residents have equal access to these resources.

GOAL 6.0: Provide City residents with adequate park land and other open space resources.

Policy 6.1: Carry out relevant goals, policies, and implementation measures outlined in the Open Space and Conservation Element.

PROMOTE QUALITY URBAN DESIGN

Recognizable, unified urban design elements can work to improve the City's visual character and to create a sense of identity and "place" in the community. City decision makers have expressed a strong resolve to enhance El Monte's image and appearance by promoting quality design in private construction projects and by providing public improvements which strengthen community focus.

GOAL 7:0 Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.

Policy 7.1: Prepare a comprehensive urban design plan for El Monte. At a minimum, the plan will include the following elements:

- A detailed street tree program which establishes tree themes for major roadways and residential streets.
- A series of detailed entry treatments for major roadways entering the City (Santa Anita Avenue, Peck Road, Valley Boulevard, Ramona Avenue, Garvey Avenue).
- Street median treatment for major arterials.
- Design and landscaping guidelines for key commercial and industrial business centers.
- Sign programs for major arterial streets.

Policy 7.2: Vigorously implement the design provisions of the Downtown El Monte Redevelopment Plan, other redevelopment project areas, and associated land use regulations.

Policy 7.3: Revise zoning ordinance provisions related to on-premises and off-premises signs to better regulate the number, placement, size, and type of signage permitted. The regulations should encourage low-profile, non-intrusive signs.

Policy 7.4: Establish new zoning regulations for residential districts which encourage new projects to incorporate quality architectural design, increased open space, special landscape treatment, and similar amenities and design features.

Policy 7.5: Revise the zoning regulations to require increased landscaping for all new development projects. Emphasize street frontage landscaping as an important design element.

Policy 7.6: Work with the railroad to screen railroad rights-of-way from residential neighborhoods with a combination of decorative sound walls and complementary landscaping.

Policy 7.7: Establish pedestrian-friendly commercial districts by requiring, where appropriate, new commercial developments to build along street frontages, placing surface parking lots behind the buildings.

Policy 7.8: Require commercial and industrial loading areas to be screened from street view and adjacent non-commercial and industrial uses.

Policy 7.9: Improve and upgrade freeway landscaping and sound walls.

Implementation 7.9.1: Work closely with the California Department of Transportation and surrounding communities to improve the aesthetics of the freeway and to reduce noise associated with the freeway.

RELATED GOALS AND POLICIES

Goals and policies contained in the other five elements also address issues identified in the Land Use Element. Table LU-1, the Land Use Element Policy Matrix, identifies those goals and policies and illustrates the internal consistency and interrelatedness of the General Plan elements.

**TABLE LU-1
LAND USE ELEMENT POLICY MATRIX**

LAND USE ELEMENT ISSUE	CIRCULA- TION	HOUSING	SAFETY	OPEN SPACE AND CONSER- VATION	NOISE
Balanced Land Use	1.0	2.1, 2.3, 3.1		1.0, 2.0	
Elimination of Blight	1.5, 1.7, 3.1	1.0, 1.1, 1.2, 1.5, 1.6, 1.7, 3.8	2.5, 2.6	3.1	
Provide a Wide Range of Housing Opportunities		2.1, 2.2, 2.3, 3.3, 3.6, 4.0			
Promote Commer- cial and Industrial Business					
Provide for Open Space				1.0, 1.1, 1.2, 1.3, 2.0, 2.1	
Promote Quality Urban Design					

This matrix illustrates the internal consistency of the General Plan by indicating which goals and policies contained in the other five elements reinforce Land Use Element goals and policies.

LAND USE PLAN

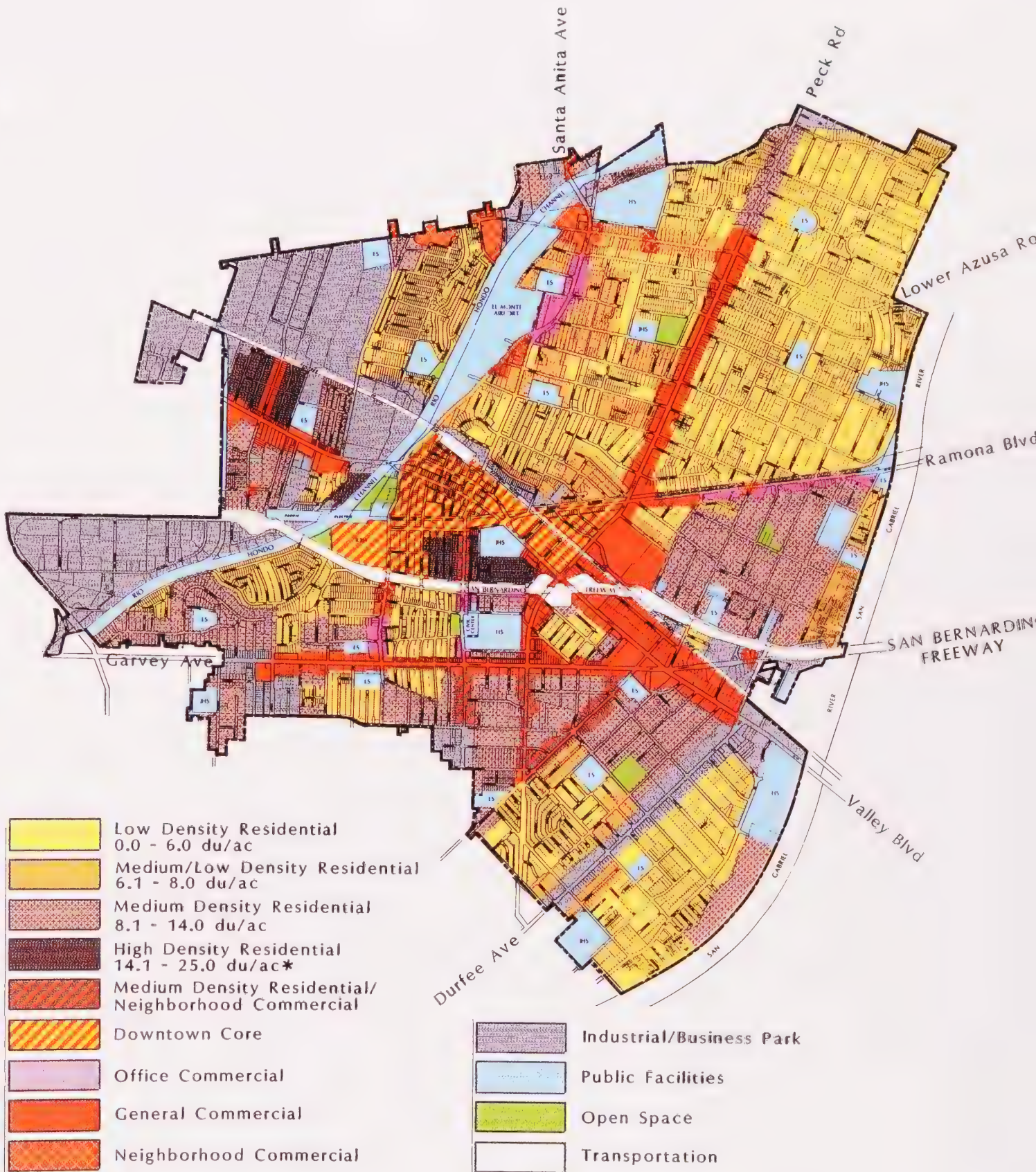
This section of the Land Use Element identifies the location and extent of future development in El Monte and describes the standards for that development. This land use policy is described graphically by the General Plan Land Use Policy Map. Further clarification of policy is provided under the subheading "Implementation of Land Use Plan."

LAND USE POLICY MAP

The General Plan Land Use Policy Map depicted in Figure LU-1 divides the City into various land use districts and assigns these districts names, or land use designations. Land use designations are necessary to provide information about the type and nature of development that is permitted in a given location. While terms like "residential," "commercial," and "industrial" generally are well understood, more specific designations like "Downtown Core" or "Industrial/Business Park" require some explanation. Equally important, State general plan law requires a clear and concise description of the land use categories indicated on a land use map.

The El Monte Land Use Element provides for 13 land use categories. Four residential categories are established to allow for a range of housing types. Three commercial and one industrial categories are provided to accommodate and encourage a variety of business enterprises. To provide opportunities for creative redevelopment schemes, two types of residential/commercial mixed use designations are created. Public facility and park uses are accommodated, respectively, by the "Public/Quasi-Public" and "Open Space" categories, and finally, the "Transportation" designation is intended to identify major transportation uses.

Several important terms are used to define the land use categories described in this element. The term "density," in a land use context, is a measure of the population or development capacity of the land. Density ranges may be explained in terms of persons per acre or units per acre. Development "intensity" refers to the degree of development measured in terms of



0 2000
 CBA ↑ North scale in feet

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* Bonus densities up to a maximum of 100 du/ac may be granted for projects meeting specific criteria described in the Land Use Element.

The official General Plan Land Use Policy Map is on file in the Department of Community Development.

Figure LU-1
 General Plan
 Land Use Policy Map

building height, bulk, floor area ratio, and/or percent of lot coverage. In El Monte, allowable building intensity for the non-residential land use designations is expressed in terms of floor area ratio.

Simply stated, the floor area ratio, or FAR, represents the ratio between total gross floor area of all buildings on a lot and the total area of that lot. For example, a 21,780 square foot building on an acre lot (43,560 square feet) yields an FAR of 0.5, as illustrated on Figure LU-2. The FAR is used to control use intensity on a lot and not actual building height or bulk. As Figure LU-2 shows, the 0.5 FAR can yield a building of modest height which covers almost all of the lot, or a taller building which allows for more open space.

LAND USE DESIGNATIONS

General Plan land use categories displayed graphically on Figure LU-1 are described as follows:

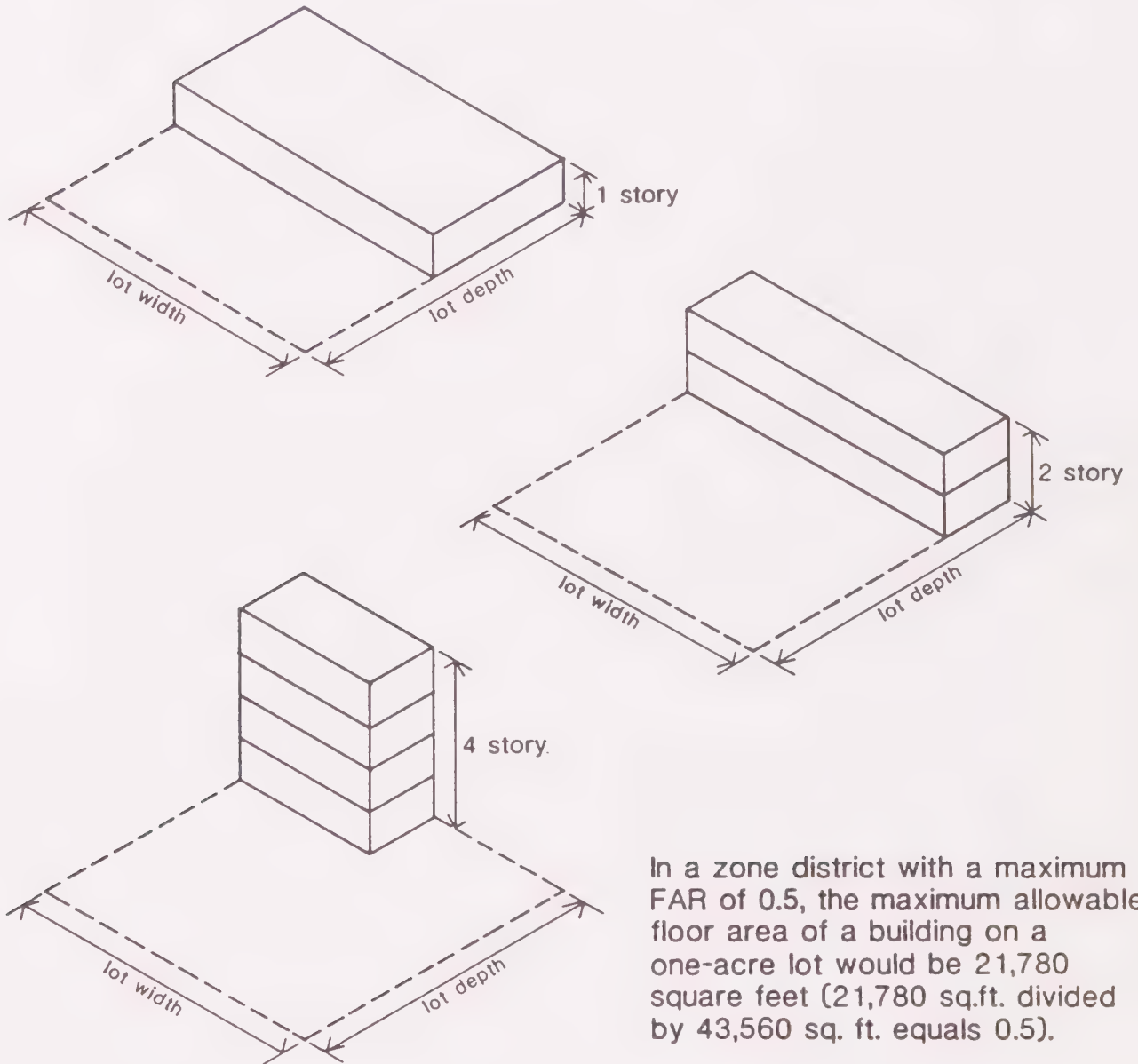
Low Density Residential (0 to 6 du/acre net): The Low Density Residential category is characterized by detached single-family residences. Based on an average household size of 3.935 persons per unit, the population density can be expected to range up to 24 persons per acre.

Other uses appropriate in areas designated Low Density Residential include such public and quasi-public uses as libraries, churches, small-scale day care facilities (as defined by State law), private schools, and uses ordinarily accessory to the primary residential use.

Medium Low Density Residential (6.1 to 8.0 du/acre net): This category includes small lot detached and attached single-family homes and duplexes. Population density is estimated at up to 31 persons per acre. The Medium Low Density Residential category is intended to preserve existing lower density neighborhoods and to facilitate home ownership by allowing recycling of underutilized properties to newer small lot, single-family developments. Uses and development densities appropriate in the Low Density category may also be established in Medium Low Density areas.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Parcel Area}}$$

Possible Building Configurations for 0.5 FAR:



EL MONTE GENERAL PLAN

Figure LU-2
Definition of FAR

Land Use Element

Medium Density Residential (8.1 to 14 du/acre net): The Medium Density Residential category applies to developments such as townhomes, condominiums, and low-rise apartments, as well as to single-family patio homes. Population density ranges are estimated at up to 55 persons per acre. Uses and development densities permitted in any lower density residential category are also appropriate for this category.

High Density Residential (14.1 to 25 du/acre net): This category represents the most intense residential development allowed in El Monte. The corresponding population density is estimated at 98 persons per acre. Uses and development densities permitted in any lower density residential category are also appropriate for this category.

Consistent with Section 65915 of the State Government Code, density bonuses above the 25 units per acre maximum are permitted for units constructed for senior citizens or lower income households. Additional density bonuses above the State's standard may be granted for project which meet all of the following criteria:

- A minimum lot size of 30,000 square feet is provided;
- A minimum street frontage of 150 feet is provided; and
- The project displays exemplary design and provides onsite amenities as specified in applicable zoning regulations.

A density cap of 50 dwelling units per acre is established for projects proposing 100 percent of the units for low and moderate income households. Projects designed for senior citizens only shall have a density cap of 100 units per acre. In all cases where such density bonuses are proposed, the projects must be designed and constructed with City participation. Furthermore, the City will develop a density bonus ordinance which will specify additional criteria for the granting of density bonuses.

Medium Density/Neighborhood Commercial: This category is intended to provide for a mixture of medium density residential and neighborhood development. The category applies to areas located along arterial streets which currently support mixed use on a lot by lot basis and which may benefit from private redevelopment efforts. New residential and commercial uses may occur independent of one another or may be combined on a single lot. In the case of combined use, commercial uses must front on the arterial street, with residential uses occupying second stories or the rear portion of the lot. Residential

densities may range up to 14 units per acre, and commercial uses will be of a small-scale as described under the Neighborhood Commercial land use category (maximum FAR of 0.50).

Downtown Core: This category is designed to encourage development of a variety of related, compatible uses in the City's downtown core. Retail, office, entertainment, service commercial, and light industrial uses are all permitted, as are high density residential and hotel uses. In addition, certain public facilities uses such as City Hall and the municipal court building are included within the Downtown Core category. Development within the Downtown area is directed by the Downtown El Monte Redevelopment Plan and related plans and regulations, including the *Downtown Design Plan*, *Land Use and Overlay Zone Design Review Ordinance*, and *Facade Overlay Zone Ordinance*.

Development intensity for any use in this category may not exceed an FAR of 1.50. Residential density may not exceed 25 units per acre unless a density bonus is granted pursuant to the provisions of State law and as the City permits via zoning regulations.

Neighborhood Commercial: The Neighborhood Commercial category provides for convenient, small-scale shopping and personal service uses in close proximity to residential neighborhoods. Permitted uses are limited to small commercial businesses which meet the immediate needs of local residents and which do not generate substantial volumes of vehicular traffic. Development intensity shall not exceed a maximum FAR of 0.50.

General Commercial: This category allows for a wide range of retail and service commercial uses designed to serve community-wide and regional populations. Permitted uses include retail businesses, personal service uses, food and beverage establishments, hotels and motels, automotive sales and repair operations, as well as low intensity professional offices and financial institutions. A maximum FAR of 1.00 is established for any use within this category.

Office Commercial: The Office Commercial land use designation is established to accommodate low-scale professional office uses in areas where such development may serve as a buffer between two less compatible land uses. Businesses such as professional offices, medical offices, and financial institutions are appropriate uses in this category. Permitted commercial uses

are limited to those directly related to professional office operations. A maximum FAR of 1.00 shall apply to all development within Office Commercial areas.

Industrial/Business Park: The Industrial/Business Park category is established to accommodate a mix of office and clean, industrial uses within an integrated development setting. Permitted uses include research and development facilities, administrative offices, and corporate headquarters. Uses including manufacturing, fabrication, assembly, processing, trucking, warehousing, and distribution are also allowed within the General Plan category based on conformance with the underlying zoning classification. The type of use for a specific site may depend on environmental constraints and adjacent land uses. Service and retail uses incidental to and supportive of these primary uses are also allowed. The maximum FAR within the Industrial/Business Park category is 1.50.

Public Facilities: This designation applies to lands and facilities that are owned or operated by governmental agencies and public utilities. Uses included in this category include public schools, the El Monte Airport, libraries, flood control facilities, and the like. Development intensity for public facilities is limited to a 1.00 FAR.

Open Space: All public parks and City-owned recreational facilities in the City are included within the Open Space category. While this is an open space land use category, development such as community and recreational buildings are permitted. A low development intensity of 0.10 FAR is established to accommodate such facilities.

Transportation: The Transportation category applies only to Interstate 10 and ramps accessing the freeway, and to railroad rights-of-way with active train use. No development other than transportation facilities is permitted within this designation.

IMPLEMENTATION OF LAND USE PLAN

The City will use a variety of means to implement land use policy expressed by the goals and policies and the Land Use Policy Map. Primary implementation tools will be the zoning ordinance and redevelopment plans.

Zoning Ordinance: The land use designations shown on the General Plan Land Use Policy Map describe in general terms the land uses and maximum densities and intensities permitted within each of the categories. The City's zoning ordinance contains more definitive use regulations and development standards. Table LU-2 indicates the relationship between the General Plan land use categories and the zone districts. This table will be used to implement land use policy by indicating how properties Citywide may be zoned. The City will undertake a systematic examination of General Plan/zoning relationships to determine which properties need to be rezoned and will accomplish the rezoning.

With regard to the "Medium Density/Neighborhood Commercial" category, the City has two options for implementing policy via zoning. First, if mixed use is to occur only on adjacent lots, residential uses will be permitted in standard applicable residential zones and commercial uses in standard applicable commercial districts (see Table LU-2). Standards will have to be established to ensure land use compatibility. Alternatively, the City may create a new mixed use category to allow residential and commercial uses to either share lots or to exist side by side.

Redevelopment Plans: As indicated in the Introduction to this element, the City has adopted several redevelopment plans. Although the primary focus of the plans is to revitalize deteriorating commercial and industrial areas and to achieve the stated goal of eliminating blight, the plans also work to implement land use policy by specifying which particular uses will be permitted within project areas. El Monte has defined several new potential areas which might benefit from redevelopment.

In particular, the *Downtown El Monte Redevelopment Plan* and related documents clearly spell out the types and distribution of various mixed uses which will be permitted in the area designated "Downtown Core" on the Land Use Policy Map. The design

General Plan Land Use Designations

Zoning District

	Residential				Mixed Use		Commercial			Industrial/Business Park	Public/Quasi-Public	Open Space	Transportation
	Low Density	Medium Low Density	Medium Density	High Density	Medium Density/Neighborhood Comm.	Downtown Specific Plan	Neighborhood	General	Office				
Residential													
R-1a	◆										◆	◆	
R-1b	◆										◆	◆	
R-1c	◆										◆	◆	
R-2		◆									◆	◆	
R-3			◆		◆						◆	◆	
R-4				◆							◆	◆	
Downtown Specific Plan						◆							
Commercial					◆		◆	◆					
C-1								◆					
C-2								◆					
C-3								◆					
C-4								◆					
C-0									◆	◆			
Industrial										◆			
M-1										◆			
M-2										◆			
M-3										◆			
New Zone Recommended					N						N	N	
No Zoning Required													●

◆ Zone Compatible with General Plan Designation

◆ Zone City May Find Compatible Under Certain Circumstances

□ Zones That Are Not Compatible

N New Zoning District Should Be Created

● No Zoning Required



EL MONTE GENERAL PLAN

Table LU-2
General Plan/Zoning Relationship

plan, land use overlay zone, and facade overlay zone for Downtown will continue to be enforced for the purposes of establishing a functional, attractive downtown urban core which supports a mix of land uses.

The Redevelopment Agency has identified other areas that could benefit from redevelopment assistance. These areas are as follows: 1) major portions of Garvey Avenue; 2) Valley Boulevard west of Santa Anita Avenue to the City limits; 3) an area south of Valley Boulevard, north of the San Bernardino Freeway between the Rio Hondo Channel and Rockwell Avenue; 4) Durfee Avenue between Valley Boulevard and South El Monte; 5) Lower Azusa Avenue west of the Rio Hondo Channel; and 6) other areas the City deems necessary. The exact boundaries of the project areas have not been determined but would be established through the information of a project area survey.

Specific Plans: Specific plans are precise land use plans which may be applied to an area to further define the types of land use and even design criteria applicable to that area. Specific plans facilitate special treatment of unique or sensitive areas of the community. The City can designate planning areas where specific plans will serve as appropriate vehicles to allow for further study and formulation of special land use and design standards. The City, in cooperation with property owners and tenants, will develop the specific plans consist with State requirements and guidelines. El Monte recognizes the value of specific plans in establishing market incentives for property owners to develop their property and as a way of assuring a good land use mix.

Code Enforcement: Redevelopment plans represent long-range programs aimed in part toward realizing aesthetic improvements in blighted areas. To achieve more immediate results in residential as well as commercial/industrial areas Citywide, the City will continue to maintain a strong code enforcement program, allocating adequate personnel and resources to meet identified needs.

Design Guidelines: The City has identified a need to improve the physical appearance of its commercial strip corridors (particularly Garvey Avenue, Valley Boulevard, Peck Road, and other arterial streets), as well as the industrial areas. Code enforcement efforts will work to correct code violations for signage, landscape maintenance, and buildings in disrepair.

However, if comprehensive aesthetic improvements are to be achieved, stronger measures in the form of design guidelines may be required.

The City will establish design guidelines or an urban design plan for portions or all of Garvey Avenue, Peck Road, and Valley Boulevard, particularly in the City gateway areas. The guidelines will describe public and private efforts necessary to improve the appearance and function of these important commercial areas. The guidelines may be separate from or incorporated into a Citywide urban design plan.

Urban Design Plan: Policy 7.1 calls for the City to prepare a comprehensive urban design plan to define the manner by which individual construction projects, redevelopment plans, and public improvements can work together to enhance the City's identity.

Because El Monte is largely built out, with a well-defined circulation system, urban design improvements need not be of a grand scale nor overly ambitious to achieve a change in the City's visual character. Simple yet effective improvements can include clearly identifiable entry statements; use of street tree programs to unify residential neighborhoods and business districts; provision of coordinated, thematic lighting, landscaping and street furniture improvements in pedestrian districts; and sign and design controls along commercial corridors. Figure LU-3 illustrates where urban design improvements will be used to strengthen community identity and enhance the City's overall appearance.

Major entry statements will be established and maintained on Santa Anita Avenue, Peck Road, Valley Boulevard, Ramona Avenue, and Garvey Avenue. These statements may take the form of monument signs (Figure LU-4a), wall signs incorporated into buildings, pylons and/or special landscape treatments. On less traveled streets (Durfee Avenue, Baldwin Avenue, Lower Azusa Road), smaller "Welcome to El Monte" signs may be placed. All entry treatments should be linked thematically, tying into an overall urban design plan or image statement for the City.

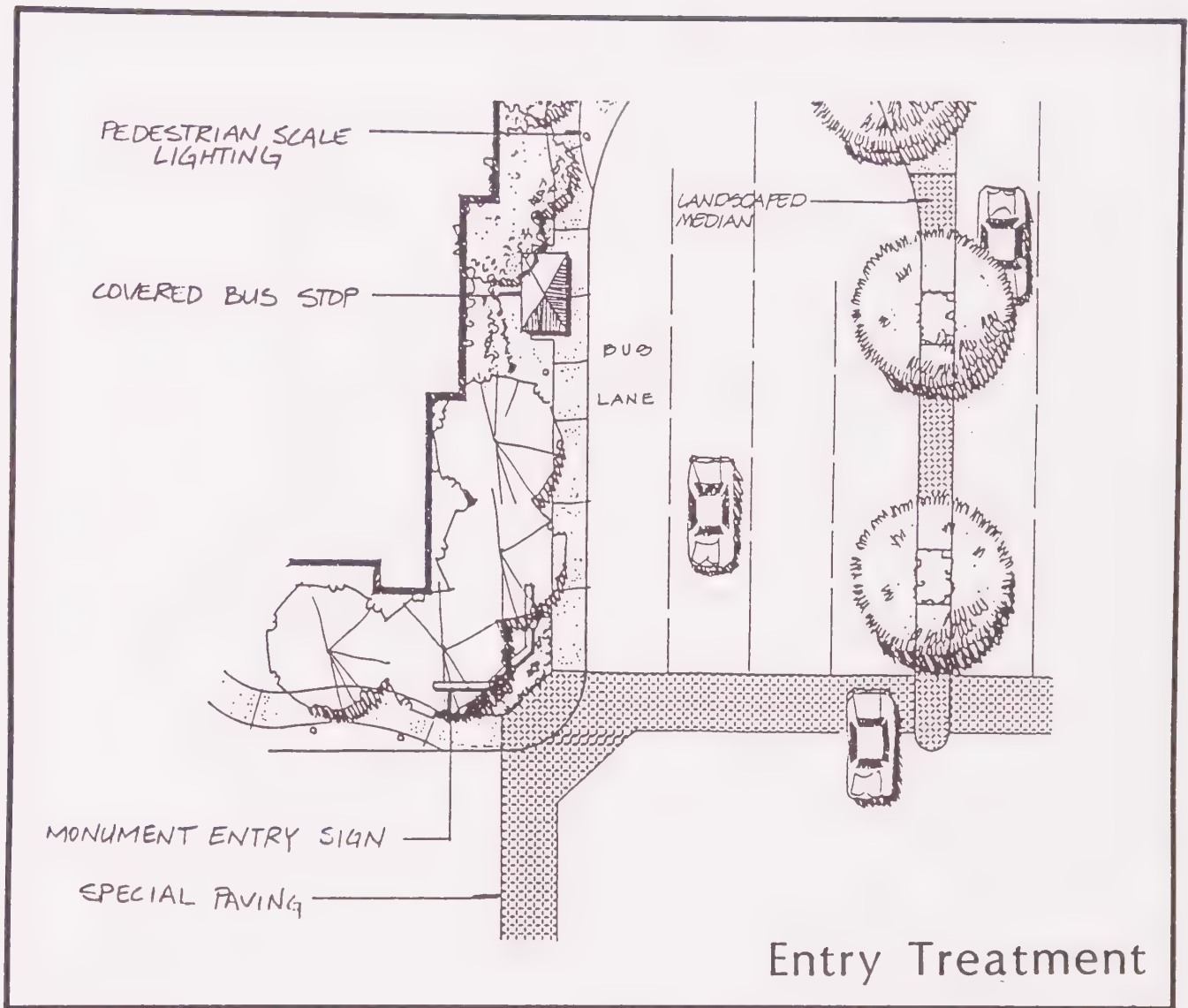
Street trees have been planted along the major arterials, both at curbside and within median strips, but a comprehensive plan is required to promote uniform spacing, use of appropriate tree species, and street tree planting strategies in residential neighborhoods.

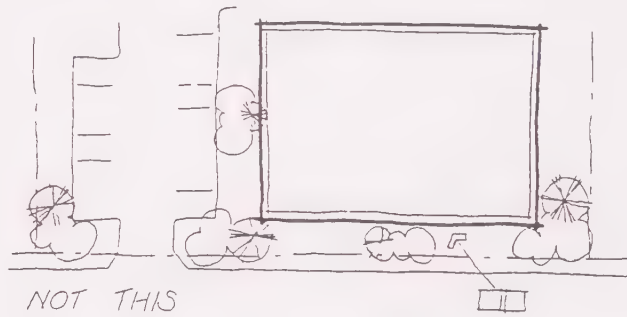
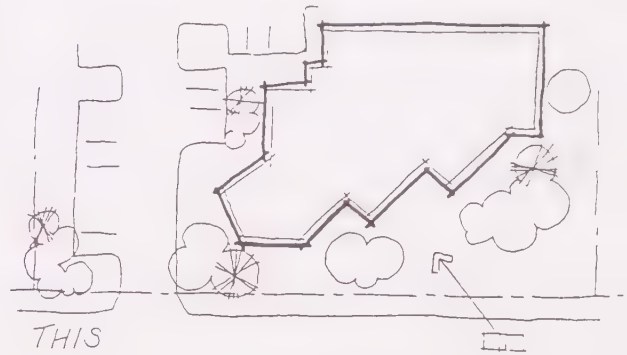


cba ↑ North scale in feet
 0 2000

EL MONTE GENERAL PLAN

Figure LU-3
 Urban Design Issue Areas
 Land Use Element





Development on Major Streets

BUILDINGS LOCATED
AT OR NEAR THE FRONT
PROPERTY LINE
PEDESTRIAN SPACES-
COURTYARDS ARCADES
REGULAR STREET TREES
PARKING LOTS LOCATED TO SIDE OR
REAR OF BUILDING. LANDSCAPE BUFFER
BETWEEN PARKING LOT AND STREET

Commercial Development Approach



EL MONTE GENERAL

Figure LU-4b
Urban Design Features

To increase landscaping within private development, the City will develop detailed landscaping requirements for all new projects. In particular, interior parking lot landscaping and landscape buffers between parking areas and street rights-of-way will be integrated into development projects.

Housing Programs: Land use policy provides for four types of residential use, as well as two mixed use categories which accommodate residential development. The Housing Element outlines in detail the programs the City will undertake to achieve the overall land use goal of providing a variety of housing opportunities.

Parks Master Plan: The Land Use Policy Map identifies public park sites for the purpose of ensuring adequate open space and recreation resources are available to the community. These goals will be further pursued through adoption of the Parks Master Plan contained in the Open Space and Conservation Element.

Capital Improvement Programs: The spending of City revenues for capital improvements (road repair, park enhancements, construction of public buildings, etc.) will be detailed in short-term (usually five-year) Capital Improvement Programs. In prioritizing improvements, consideration will be given to funding improvements which work toward long-term community goals and which implement land use policy.

IMPLICATIONS OF LAND USE POLICY

The maximum permitted development intensities assigned to each of the General Plan land use categories enable the City to anticipate the future level of development Citywide and to plan public service and facility needs accordingly. It is important to note that the maximum intensities (summarized in Table LU-3) will not be achieved by all development projects. Lot size constraints and configurations, individual development objectives, unique project designs, and other factors will lead to varying project intensities throughout the City. For the purpose of forecasting growth, certain assumptions must be made about the average level of development expected within each of the 13 General Plan land use designations.

Table LU-3 outlines intensity assumptions and indicates the number of residential units, square footage of commercial and industrial development, and other anticipated development, as well as forecasts for the City's resident population at "build-out."

TABLE LU-3
LAND USE POLICY IMPLICATIONS

LAND USE CATEGORY AND MAXIMUM PERMITTED DENSITY/INTENSITY	TYPICAL DENSITY OR INTENSITY FACTOR	AREA (ACRES)	TOTAL UNITS OR THOUSAND SQUARE FEET
RESIDENTIAL			
Low Density (0-6 du/ac)	4 du/ac	2,159	8,636 du
Medium /Low Density (6.1-8 du/ac)	8 du/ac	345	2,760 du
Medium Density (8.1-14 du/ac)	14 du/ac	983	13,762 du
High Density (14.1-25 du/ac)			
Without Bonus	25 du/ac	87	2,175 du
With Bonus	75 du/ac	10	750 du
MIXED USE			
Medium Density/Neighborhood			
Commercial (8.1-14 du/ac, 0.5 FAR)			
Residential - 25%	14 du/ac	18	252 du
Commercial - 75%	0.30 FAR	55	719 ksf
Downtown Core			
(up to 100 du/ac, 1.50 FAR)			
Residential - 10%(a)	75 du/ac	23	1,725 du
Office - 25%	0.75 FAR	59	1,928 ksf
Retail - 35%	0.30 FAR	82	1,072 ksf
Light Industrial - 10%	0.40 FAR	23	401 ksf
Public Facilities - 20%	0.20 FAR	47	409 ksf
COMMERCIAL			
Neighborhood (0.5 FAR)	0.35 FAR	81	1,235 ksf
General (1.0 FAR)	0.30 FAR	473	6,181 ksf
Office (1.0 FAR)	0.50 FAR	74	1,612 ksf
INDUSTRIAL/BUSINESS PARK (1.5 FAR)			
Office - 35%	0.75 FAR	318	10,389 ksf
Light Industrial - 50%	0.35 FAR	454	6,922 ksf
Heavy Industrial - 15%	0.40 FAR	136	2,370 ksf
PUBLIC/QUASI-PUBLIC (1.00 FAR)			
Airport	0.00 FAR	103	0 ksf
Rio Hondo Channel	0.00 FAR	200	0 ksf
Other (Schools, Libraries, Fire Stations, etc.)	0.10 FAR	324	1,411 ksf
OPEN SPACE (0.1 FAR)	0.00 FAR	48	0 ksf
TRANSPORTATION (0.0 FAR)	0.00 FAR	158	0 ksf
TOTALS		6,260	
Residential Units			30,060 du
Units			118,286 people (b)
Population			
Commercial Businesses			8,488 ksf
Industrial Businesses			9,693 ksf
Professional Office Uses			13,929 ksf

(a) Assumes senior citizen and other density bonuses.

(b) Assumes 3.935 persons per du.

Abbreviations: du/ac = dwelling units per acre

FAR = floor area ratio

ksf = thousand square feet

EL MONTE

GENERAL PLAN

CIRCULATION ELEMENT

**CITY OF EL MONTE
GENERAL PLAN**

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INTRODUCTION TO THE CIRCULATION ELEMENT

A city's circulation and transportation system plays an important role in shaping the overall structure and form of the area the system services. The circulation system, which includes all modes of travel, determines how and to what degree a city can be accessed, as well as how efficiently goods and services can be moved throughout the city. The capacity of the system presents a limiting factor by establishing the ultimate amount of development a community is able to support. Land use and circulation must be closely tied to ensure that the overall circulation system enables people to move around and through a city to those locations where they live, work, shop, and spend leisure hours.

PURPOSE OF CIRCULATION ELEMENT

Toward this end, the Circulation Element identifies, describes, and locates the various components of the City's transportation network which provide for the City's transportation needs. These components include surface streets and a freeway for automobile travel, as well as truck and bus transit routes, railroads, airports, and bikeways. This element sets forth goals and policies pointed toward promoting the effective use of transportation facilities and providing adequate facilities to meet future anticipated transportation demands.

RELATION TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element must be closely coordinated, compatible, and internally consistent with the other elements of the General Plan. However, the Land Use, Housing, and Noise Elements are most closely associated with the Circulation Element because circulation and transportation planning efforts have a direct impact upon the issues addressed in these elements.

The Land Use Element designates the general distribution and location of such uses as housing, business, industry, and open space. These land use patterns must recognize constraints and

opportunities created by the established circulation pattern, and in turn, the Circulation Element must respond to the type and density of development identified in the Land Use Element.

The Housing Element identifies adequate sites for the preservation, improvement, and development of housing. Thus, the Circulation Element must accommodate the density and location of residential development in the City. Lastly, the Noise Element defines and appraises noise exposure and problems within the community. Since traffic noise represents the predominate noise source throughout the City, the Circulation Element should seek to route larger volumes of traffic to those areas of the community least affected by noise.

SCOPE AND CONTENT OF THIS ELEMENT

This element is divided into three subsequent sections: Issues Identification, Goals and Policies, and the Circulation Plan. The Issues section identifies transportation and circulation issues facing the City which require attention. The Goals and Policies section sets forth long-term circulation objectives which will guide the City in its decision-making process toward solving transportation problems. The Circulation Plan describes specific programs by which policies can be implemented, issues addressed, and goals realized.

RELATED PLANS AND PROGRAMS

Many companies and agencies provide transportation services within, through, and to El Monte. Some offer passenger service, while others transport goods and materials. Several agencies also are involved in planning for future services and facilities on a regionwide basis. The following paragraphs describe these agencies and their programs.

Southern California Rapid Transit District: The Southern California Rapid Transit District, or RTD, operates an extensive bus service system throughout Los Angeles County, including commuter bus service. Commuter service to downtown Los Angeles is provided via a dedicated busway along Interstate 10.

The busway begins in El Monte at the park-and-ride El Monte Terminal on Santa Anita Avenue. Changes to service out of this terminal greatly affect mass transit options open to El Monte residents. The RTD has indicated that the El Monte Busway will be extended eastward sometime in the future.

Foothill Transit Zone: The Foothill Transit Zone was established by the County of Los Angeles and San Gabriel Valley Cities through a joint powers agreement. The zone provides bus service to San Gabriel Valley cities, including routes which serve El Monte.

El Monte Owned Trolley: The City currently owns and operates a Citywide trolley system funded by Proposition A monies. As of March 1991, the City had designated five routes.

Los Angeles County General Plan: The County of Los Angeles General Plan establishes several regional transportation and highway policies which affect El Monte. The El Monte Busway is identified on the transportation policy map and is designated for extension eastward. The El Monte Airport is also identified as a transportation facility. The San Gabriel River and Rio Hondo are identified as bikeway alignments. The County's highway policy plan designates several El Monte streets as urban area highway connections, including Santa Anita, Durfee, Ramona, Merced/Baldwin and Garvey Avenues; Peck Road; and Valley Boulevard.

Southern California Association of Governments: In ongoing efforts to establish policies and programs for management of regional facilities and resources, the Southern California Association of Governments (SCAG) has prepared a series of regional plans aimed toward relieving congestion and air quality problems throughout the six-county SCAG area. The 1989 *Regional Mobility Plan*, which is tied closely to SCAG's *Growth Management Plan* and the South Coast Air Quality Management District's *Air Quality Management Plan*, describes long-term programs to be implemented toward the goal of recapturing and retaining the regional transportation mobility levels of 1984. The plan discusses physical improvements, as well as comprehensive transportation system management techniques, which cities should be expected to implement through their own long-range planning efforts.

ISSUES IDENTIFICATION

This section provides an overview of El Monte's transportation and circulation system and identifies issues which affect the function of the system. The hierarchical street system is defined, and the extent to which other means of moving goods and people (trains, buses, airplanes) are available is identified. This section also discusses pedestrian and bicycle circulation, truck routes, parking, traffic-generating attractions or activities, and air quality issues.

The issues identified are local concerns relating to existing or expected topics which need resolution.

LOCAL STREET CLASSIFICATION

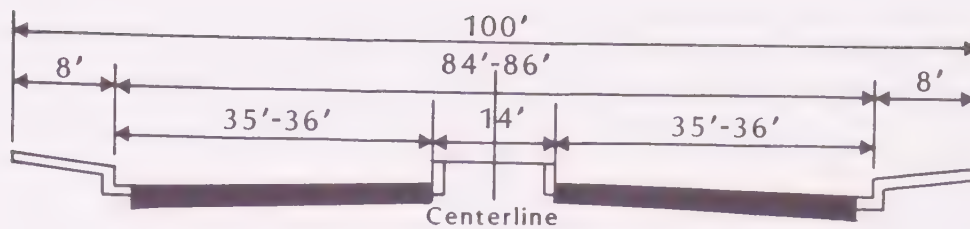
Streets and highways in El Monte are described and classified according to their primary function. This hierarchical system of roadways consists of five basic classifications as follows:

- Freeways;
- Major Arterial Highways;
- Secondary Arterial Highways;
- Secondary Street; and
- Collector Streets.

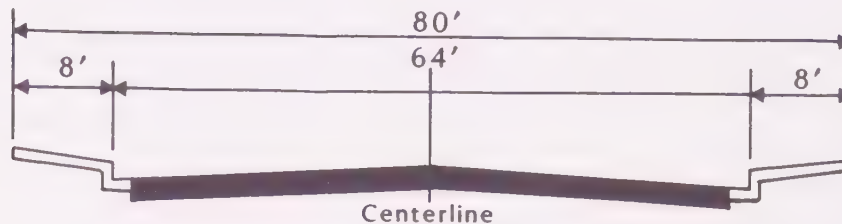
Figure C-1 illustrates the standards for secondary and collector streets and the two arterial highway classifications. Roadway standards (geometrics) are explained in the following paragraphs. Freeway standards vary and are under the control of the State Department of Transportation (CalTrans) and therefore are not included in the Circulation Master Plan.

Freeways

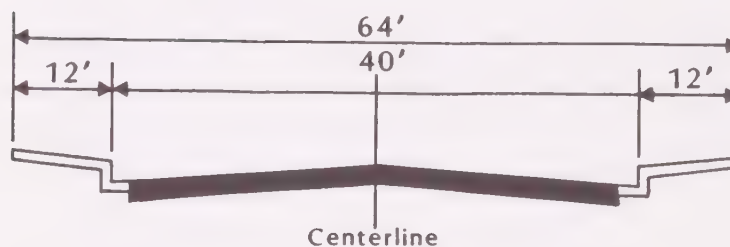
The principal circulation network within Southern California is the freeway system. Freeways are intended to function as high-speed thoroughfares for motor vehicles. Freeways have become the basic travel network for movement between cities, as well as trips across the city, although the system was not designed for the latter. The freeway system was designed to serve the travel needs of an ever-growing number of private automobiles and buses. It also serves the regional transportation demands for distribution of goods and services, with trucks carrying the



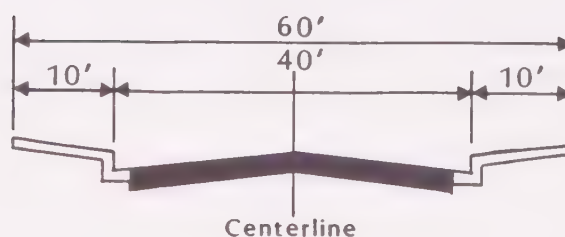
Major Arterial Highway



Secondary Arterial Highway



Collector Street



Local Street

majority of goods consumed within the community. This freeway system has provided a mechanism for growth throughout Los Angeles County, introducing and improving access to areas with high growth potential.

Two freeways directly serve El Monte. The San Bernardino Freeway (I-10) cuts through the City east-west. The San Gabriel River Freeway (I-605) runs northeast-southwest along the eastern edge of the City.

San Bernardino Freeway (I-10): The San Bernardino Freeway is the major east-west transportation route through the southern United States, running from Santa Monica on the west coast to Jacksonville, Florida on the east coast.

The freeway is also the main east-west corridor through Los Angeles and the San Gabriel Valley. Passing through the center of El Monte, I-10 interfaces with the El Monte street system with interchanges at Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue, Peck Road/Valley Boulevard, Exline Street, and Garvey Avenue. A partial interchange is also located at Durfee Avenue. The El Monte Busway, which runs parallel to I-10 and provides a dedicated route for commuter express buses, terminates in El Monte. The busway has been identified on the Los Angeles County Rail Transit Plan as being convertible to rail. Also, RTD has plans to extend the busway eastward. Any improvements made to the busway will affect circulation in the vicinity of the bus terminal.

San Gabriel River Freeway (I-605): The San Gabriel River Freeway runs northeast-southwest from the foothill communities of the San Gabriel Mountains to the Long Beach port area. The freeway is accessible to El Monte by interchanges at Lower Azusa Road, Ramona Boulevard, Garvey Avenue, and Valley Boulevard.

Major Arterial Streets

A major arterial is defined as a street which carries the traffic of secondary and collector streets to and from freeways and other major streets. North-south Major Arterials include Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue, Peck Road, and Durfee Avenue (south of Valley Boulevard). East-west Major Arterials include Valley Boulevard and Garvey Avenue.

Standard Major Arterial streets contain 100 feet of right-of-way and provide four to six travel lanes within an 80-foot wide, curb-to-curb paved street section. The roadway generally is divided by a median, but the median may be eliminated to increase street capacity.

Secondary Arterial Streets

A Secondary Arterial is designed to move traffic between local or collector streets and Major Arterials. Secondary Arterials in El Monte include Ramona Boulevard, Lower Azusa Road, Arden Drive, and Tyler Avenue between Garvey and Santa Anita. Second Arterials contain 64 feet of curb-to-curb paving within an 80-foot right-of-way. Four travel lanes are provided.

Collector Streets

A Collector Street is designed to move traffic between arterial and local streets. Collector streets in El Monte are Cogswell Road, Bryant Road, and portions of Potrero Avenue, Merced Avenue, Central Avenue, Tyler Avenue, Durfee Avenue, Mildred Street, and Stewart Street. Collector streets contain a 40-foot wide, curb-to-curb undivided paved section with four travel lanes within a 64-foot right-of-way.

Local Streets

A local street provides direct access to properties and is designed to discourage through traffic. Generally, these types of streets serve the residential needs of the community by carrying low volumes of traffic. They also serve neighborhood commercial and industrial land uses. Local streets have two traffic lanes on 40 feet of paving within a 60-foot right-of-way.

Many streets in El Monte do not meet the standard geometrics for their classification. Due to lack of adequate lanes and/or right-of-way or inadequate intersection design, circulation or Level of Service may suffer.

LEVEL OF SERVICE

Level of Service (LOS) is a measure of the efficiency of a circulation system or of a particular section of roadway. The LOS is expressed by a letter (A through F) that corresponds to a decreasing level of service or efficiency, which is defined by a volume-to-capacity ratio for the roadway. Table C-1 defines and describes the levels of service.

The overall level of service for traffic movement reported in 1990 indicates the system operates reasonably well. However, four segments of roadway have been identified to operate at an LOS of D or lower. Santa Anita Avenue from Garvey to Interstate 10 operates at LOS F.

Valley Boulevard from Durfee to the east city limits and from Baldwin to Arden operates at LOS E. Lower Azusa Road from Santa Anita to Peck also operates at LOS E.

Traffic levels projected for the year 2010, which are based on El Monte's land use plan at build-out plus regional growth, downgrade eight additional segments of roadway to LOS E or F. The roadways currently operating at LOS E or F can be expected to deteriorate to LOS F. Other road segments anticipated to experience service level declines include Lower Azusa Road from Peck to the east City limit, Peck Road from Ramona to Lower Azusa, and Santa Anita Avenue from Tyler to Lower Azusa. Valley Boulevard from Interstate 10 to Garvey, Garvey Avenue from Merced to Santa Anita, and Garvey from Tyler to Peck may fall to LOS E. These LOS forecasts assume no improvements are made to the street system.

TRANSIT SYSTEMS

The smaller urbanized areas of a region have always had the least amount of public transportation service. However, changing lifestyles, economic pressures, and greater social and environmental concerns have increased the need for alternatives to automobile travel.

TABLE C-1
LEVEL OF SERVICE CLASSIFICATIONS

LEVEL OF SERVICE	TRAFFIC FLOW CHARACTERISTICS	STOPPED DELAY PER VEHICLE (SEC)	V/C RATIO RANGE	ICU RANGE
A	Extremely favorable progression with very low delay. Most vehicles do not stop at all.	≤ 5.0	.000-.750	.00-.60
B	Good progression and stable flow with an occasional approach phase fully utilized.	5.1-15.0	.750-.875	.61-.70
C	Satisfactory operation with fair progression and longer cycle failures may begin to appear.	15.1-25.0	.875-1.000	.71-.80
D	Tolerable delay where congestion becomes noticeable and many vehicles stop.	25.1-40.0	1.000-1.125	.81-.90
E	Unstable flow with poor progression, frequent cycle failures. This is considered the limit of acceptable delay.	40.1-60.0	1.125-1.250	.91-1.00
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection. Considered unacceptable to most drivers.	> 60.0	1.250+	1.01+

Source: "Highway Capacity Manual," Special Report 209, Transportation Research Board, 1985.

Abbreviations: V/C = volume to capacity ratio

ICU = intersection capacity utilization

Compared to the convenience, flexibility, and privacy of travel by car, transit travel is less appealing, especially for recreational purposes. The often poor quality of transit service also contributes to declining patronage. However, by providing adequate services and reducing transit inconveniences and costs, public transportation can be one of the alternative modes implemented to alter the balance of the present auto-oriented transportation system.

Transit services are physical systems and services which support development and people. Examples of transit services used within the City of El Monte are rail systems, bus systems, and an airport. These systems are described below.

Railroad Systems

The railway system presently operating within the City of El Monte is centered around the Southern Pacific Railroad. The Southern Pacific line operates a daily schedule of approximately 52 trains in each direction over a line which bisects the City. Most of these trains carry freight. No passenger trains stop in El Monte. Grade separations exist at the railroad's intersections with Santa Anita Avenue, Peck Road, Interstate 10, Garvey Avenue, and Durfee Avenue. The grade separations serve to alleviate conflicts between rail and road traffic. Through traffic flow is interrupted where no grade separations exist, and problems are of particular concern where the railroad crosses arterial streets (Baldwin Avenue, Arden Drive, Ramona Boulevard).

The Los Angeles County Transportation Commission plans to establish a commuter train route from Downtown Los Angeles to San Bernardino. A multimodal station is proposed for the El Monte Busway. If a commuter rail stop is established in El Monte, traffic volumes and patterns in the vicinity of the bus terminal may be expected to change. Depending upon the location of the commuter train, a grade separation may be required at Ramona Boulevard and Cypress Avenue.

Bus Service

The RTD provides bus service to El Monte for commuters and shoppers. El Monte is fortunate to have a higher level of service than most Southern California cities. The El Monte

Busway provides service for commuters to downtown Los Angeles out of the terminal at Santa Anita Avenue and Interstate 10. Numerous other RTD bus routes serve El Monte.

In addition to RTD's service, El Monte is served by the El Monte Trolley Company, a City-operated bus service, and the Foothill Transit Agency which serves 20 cities in the San Gabriel Valley. As of March 1991, five trolley routes traversed the City; one additional route will be added during fiscal year 1991-92. All six trolley routes are shown on Figure C-2. Monthly ridership is between 50,000 and 53,000 persons.

Dial-a-ride service is also available for senior and physically-challenged citizens. A special bus service is also provided for senior citizens to and from the Senior Citizen Center. The RTD is primarily responsible for the review and designation of services and frequently revises schedules and routes according to expressed need and economic activity. In 1991, ridership was about 2,400 persons per month.

El Monte Airport

The El Monte County Airport is operated under contract by Comarco Airport Services. As of 1990, the airport served about 190,000 flights per year. El Monte is the only airport facility located in the west San Gabriel Valley. The airport's facilities can accommodate 500 airplanes. Future expansion will include additional hangars, aircraft and automobile parking areas, and a new terminal and administration building. Expansion of runway facilities will not occur due to limitations imposed by the Rio Hondo channel, Southern Pacific Railroad, Lower Azusa Road, and Santa Anita Avenue. The airport will continue to serve only private aircraft users, but aircraft traffic can be expected to increase incrementally.

NON-MOTORIZED CIRCULATION

Non-motorized circulation systems in El Monte include pedestrian ways and bicycle routes. Since increasing energy costs and air quality are critical concerns, the provision of non-motorized circulation needs are becoming more important. The value of these non-motorized systems will escalate as City and



Figure C-2
Transit Routes
Circulation Element

regional transportation policies are implemented. Various types of non-motorized circulation include:

Pedestrian Circulation

The streets of El Monte were designed for automobile circulation. As such, pedestrians must compete with automobiles on major arterials. High traffic volumes on major arterial streets during peak traffic hours create potential safety hazards.

Bicycle Circulation

El Monte does not have an established plan or system of bicycle routes. However, bicycle lanes are provided southbound on Arden Drive between Lower Azusa Road and Railroad Drive, as well as along Santa Anita Avenue between Valley Boulevard and Lower Azusa Road. Bicycle paths are also located on the east side of the Rio Hondo channel and the west side of the San Gabriel River. These paths are part of a regional system established and maintained by the County of Los Angeles.

TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) is a cooperative process involving all transportation agencies in an urban area. Cooperating agencies use TSM to increase the efficiency of a transportation system through low-cost and relatively short-term actions. TSM analysis can incorporate a number of techniques to benefit a localized, citywide, or corridor problem. This is accomplished by establishing a better balance between the auto, pedestrian, bicycle, and mass transit components of the urban transportation system.

Contemporary objectives to satisfy the goal are: to minimize person delay rather than vehicle delay, yet minimize environmental and energy impacts of travel; to place increased reliance on public transportation and other means of group riding; to improve transit speeds and operating efficiency; and to reduce travel demands and ensure that improvements are compatible with each other and consistent with broader urban objectives.

Projected vehicular traffic cannot be totally accommodated solely through capital improvements such as street widening. Other strategies to reduce vehicular demand must be utilized to accomplish the goal of this Element. Ideally, the TSM process involves a comprehensive and coordinated analysis of alternative strategies that take into account the complexities and trade-offs in the transportation system.

TSM STRATEGIES

One active TSM program which the City uses is work hour rescheduling or "flex-time," whereby a staggered work program spreads the peak period traffic over a longer time period. Flex-time reduces high volume/short duration surges of traffic on the street system. As of 1990, this strategy was limited in practice to municipal employees.

Another TSM strategy is ridesharing. The City of El Monte does not have a ridesharing plan. However, the City expects to develop such a plan in order to comply with AQMD regulations. While the City does not require businesses to prepare ridesharing plans, businesses will have to comply with AQMD regulations.

Additional programs in El Monte depend on the active participation of employers in the private sector. A major issue acting as a barrier to their cooperation is that the employer stands to benefit far less than the community and may even suffer from initial implementation problems of reduced productivity and the need to invest in project-related equipment.

OTHER CIRCULATION RELATED TOPICS

Additional topics related to circulation and the movement of people and goods through the City that require discussion and consideration include truck routes and parking. These issues are briefly discussed below.

Truck Routes: The City of El Monte has a designated truck route system which utilizes many of its major trafficways. These

routes provide the City with a system which offers truck access to commercial and industrial areas while confining trucks to major streets. As such, existing truck routes reduce excessive noise, dust, and traffic hazards associated with truck movement encroaching upon residential areas. Figure C-3 indicates the designated truck routes within the City.

Parking: The City currently experiences parking problems in its central commercial areas, particularly along Garvey Avenue and Valley Boulevard. Residential parking, particularly parking associated with high density residential developments, is a problem. The problem is created by the lack of adequate parking for older commercial buildings and apartment complexes, existence of narrow local streets, and apartment tenants using street curb-side parking in lieu of their assigned parking space.

Widening streets to improve system efficiency will be difficult in many situations due to the fact that buildings front directly onto the roadway. In these cases, the best alternative may be to restripe the roadway and restrict or prohibit on-street parking. Prohibition of on-street parking would require the provision of adequate onsite parking.

Future zoning ordinance considerations will be necessary with respect to parking design and ratios so that existing inadequacies or future parking needs which will result from implementation of the Land Use Element will be minimized.

Consistency of Development Codes: Portions of the zoning and subdivision codes may require amendments to implement goals and policies relating to circulation, rights-of-way acquisition, configuration, and development standards.

Aesthetics: Very little landscaping exists along many of El Monte's major arterials. Major entryways to the City also lack vegetation or aesthetic appeal. Visual appeal of City streets is important to keeping and attracting quality development and investment in the community, as well as fully utilizing the roadway.





 North scale in feet
 

EL MONTE GENERAL PLAN

Figure C-3
 Truck Routes
 Circulation Element

CIRCULATION ELEMENT GOALS AND POLICIES

The following goals and policies outline the City's long-range strategies for achieving an efficient transportation system and resolving traffic and circulation problems. These goals and policies focus on strategies which realistically can be implemented by the City. The goals include a balanced street system, management of the existing system, alternative transportation modes, and adequate onsite parking.

BALANCED TRANSPORTATION SYSTEM

A well-balanced transportation system enables persons and goods to be moved efficiently during peak hours. Such a system does not sacrifice efficiency of scale or cost to achieve the desired results. Other benefits, such as cleaner air, lower cost transportation, and saved time, are inherent in an efficient transportation system.

GOAL 1.0 - Maintain a well-balanced street system, and place special emphasis on the maintenance and enhancement of traffic safety and street aesthetics throughout the City.

Policy 1.1: Provide a street system that complements and supports the desired physical development of the City.

Implementation 1.1.1: Adhere to established development standards and street cross-section standards to assure proper circulation patterns throughout the City.

Implementation 1.1.2: Adopt appropriate amendments to the zoning, subdivision, and public works codes to implement the goals and policies of the Circulation Element of the General Plan.

Implementation 1.1.3: Require developers to provide full public improvements at the time of new project construction. Full improvements shall include required street segment, curbs, gutter, sidewalks, street lighting, parkway landscaping, and undergrounding of off-site utilities.

Implementation 1.1.4: Examine the use of assessment districts to retrofit existing neighborhoods with full public improvements to include street segments, curbs, gutter, sidewalks, street lighting, and underground utilities.

Policy 1.2: Provide a street system that can safely and efficiently accommodate both current and future traffic volumes.

Implementation 1.2.1: Complete the program to synchronize traffic signals Citywide.

Implementation 1.2.2: Prepare five-year capital facilities improvement plans for the City street system.

Implementation 1.2.3: Perform preventive and/or corrective street maintenance on a regularly scheduled basis.

Implementation 1.2.4: Examine the extension of Baldwin Avenue south across the Rio Hondo Channel to Garvey Avenue or Rosemead Avenue.

Policy 1.3: Minimize traffic congestion along major arterials through proper design of adjoining, private development and management of the existing system.

Implementation 1.3.1: Continue to use the development review process to ensure private development provides proper access along arterial streets.

Implementation 1.3.2: As development occurs, require dedication and improvement of right-of-way in accordance with the Master Street Plan.

Implementation 1.3.3: Restrict truck traffic and deliveries during AM and PM peak hours.

Implementation 1.3.4: Continue to allow flex-time scheduling for City employees, and encourage private employers to do the same.

Implementation 1.3.5: Review, adopt, and implement additional TSM strategies as they become feasible.

Implementation 1.3.6: Establish standards for driveway spacing, driveway width, and driveway configuration for both new and existing projects.

Policy 1.4: Design collector streets to serve neighborhood purposes, and prevent their use by through traffic.

Implementation 1.4.1: Study existing traffic patterns in neighborhoods that are currently used as short cuts to commuter traffic. The study will enumerate traffic control measures to reduce such traffic. Studies should be undertaken in the residential neighborhoods north of Garvey Avenue, west of Santa Anita Avenue.

Policy 1.5: Ensure that truck traffic does not infringe on residential areas.

Implementation 1.5.1: Limit truck routes to arterial streets, except where collectors service major industrial or commercial development.

Policy 1.6: Participate in regional circulation planning with contiguous communities and Los Angeles County.

Policy 1.7: Make travel along local roadways an aesthetically pleasing experience.

Implementation 1.7.1: Continue to undertake street beautification efforts along major arterials and at major entry points to the City, as funds permit.

Implementation 1.7.2: Develop a street tree planting and urban streetscape program.

Policy 1.8: Reduce conflicts between vehicle traffic and rail traffic.

Implementation 1.8.1: Examine the need for a grade separation at Ramona Boulevard and the Southern Pacific Railroad tracks and Baldwin Avenue at the Southern Pacific Railroad tracks. It is anticipated that the grade separations will be needed when the commuter rail between San Bernardino and Downtown Los Angeles becomes operational, if not sooner.

Policy 1.9: Maximize access to the regional freeway network.

Implementation 1.9.1: Examine additional on/off ramps or reconfiguration of existing on/off ramps. Examine the need for a full interchange at Durfee Avenue and the Interstate 10 Freeway.

ALTERNATIVE TRANSPORTATION

Achieving an efficient circulation system requires available alternative modes of transportation. The City's goal is to provide such modes and to ensure that where such modes are provided by other agencies, those modes are accessible to the public.

GOAL 2.0 - Provide the citizens of El Monte with convenient and viable alternatives to the use of the private automobile wherever possible.

Policy 2.1: Provide a multi-modal transportation system within the City of El Monte.

Implementation 2.1.1: Encourage the SCRTD and other transit agencies to expand local and regional service as needed.

Implementation 2.1.2: Investigate the demand for and feasibility of developing a local bikeway system.

Implementation 2.1.3: Provide local demand-responsive transit service (El Monte Trolley) that interconnects with the regional transit system.

Policy 2.2: Encourage and support the development of new and innovative modes of transportation within the City.

Policy 2.3: Ensure that adequate levels of service are maintained by public transit agencies.

Policy 2.4: Adopt, provide benefits to, and implement where feasible, the recommendations and provisions of the Regional Transportation Plan which provide benefits to the community and are consistent with the Circulation Element of the General Plan.

Implementation 2.4.1: Encourage and support extension of the SCRTD busway and HOV lane east along the San Bernardino Freeway.

Implementation 2.4.2: Support the LACTC in its efforts for commuter rail between Downtown Los Angeles, the inland Empire, and Orange County.

Policy 2.5: Encourage the use of alternative transportation by citizens and employers.

Implementation 2.5.1: Require all new commercial and industrial and large scale residential developments to provide mass/rapid transit information onsite.

OFF-STREET PARKING

The provision of off-street parking is necessary to assure that the existing street network can flow efficiently and smoothly. The following goals and policies are designed to allow some on-street parking while assuring that enough off-street parking is provided to assist circulation.

GOAL 3.0 - Provide adequate and properly designed off-street parking facilities for all forms of development.

Policy 3.1: Ensure that all private developments have adequate off-street parking.

Implementation 3.1.1: Enforce off-street parking standards outlined in the Municipal Code.

Policy 3.2: Minimize traffic conflicts or congestion caused by improperly located or designed parking facilities.

Implementation 3.2.1: Encourage the development of off-street parking facilities in clusters removed from the primary flow of traffic for optimum safety and efficiency.

Policy 3.3: Require controlled access, where feasible, along arterial streets to reduce traffic congestion.

Policy 3.4: Study the feasibility of eliminating on-street parking to improve traffic flow and safety.

Implementation 3.4.1: Restrict on-street parking during AM and PM peak hours on those major and secondary arterials where street widening is not possible.

Policy 3.5: Examine the use of shared and reciprocal on-site parking and circulation, in exchange for density bonuses.

CIRCULATION PLAN

As discussed in the "Issues Identification" section of this element, ongoing implementation of land use policy will result in increased traffic, which in turn will place strains on segments of the City's street system. In particular, Santa Anita and Garvey Avenues, Valley Boulevard, and Peck and Lower Azusa Roads can be expected to operate at unacceptable service levels unless measures are undertaken to relieve traffic pressures. This section of the Circulation Element identifies programs the City will pursue in its efforts to maintain LOS D or better on all streets in the City. This section also describes programs and plans designed to address non-automobile modes of transport.

MASTER PLAN OF ROADWAYS

Figure C-4 presents the City's Master Circulation Plan. This plan indicates the location and classification of the various roadways needed to efficiently transport cars, buses, and trucks through and within El Monte. Roadway classifications have been assigned based on the existing (1990) configuration of the roadways and the expected future demands based on land use policy.

In order to obtain sufficient roadway capacity consistent with these designations, improvements can be performed or transportation system management approaches may be implemented to improve traffic flow. These improvements and techniques are described below.

ROADWAY WIDENING

Roadway widening generally offers the best means of obtaining additional capacity along a street, thereby enabling that street to carry expected future traffic volumes. In a developing community, right-of-way dedications and improvements provided by developers facilitate construction of adequate streets. In a developed city like El Monte, however, most road frontage properties are already built out. Right-of-way can be acquired



EL MONTE GENERAL PLAN

Figure C-4
Master Plan of Roadways
Circulation Element

only when the property is redeveloped or when the City purchases right-of-way from frontage property owners for comprehensive street improvements.

Several streets and street sections in El Monte will require widening to bring the road widths up to the standards identified in Figure C-1 and thereby allow for smooth traffic flow. These streets include:

- Santa Anita Avenue between Interstate 10 and Garvey Avenue;
- Peck Road between Interstate 10 and Garvey Avenue; and
- Valley Boulevard (to provide consistent street width).

As a first step to widening, the City will require right-of-way dedications at any time a property is redeveloped. In its five-year capital improvement plans, the City will identify street sections to be widened.

ON-STREET PARKING RESTRICTIONS

Analysis of future roadway geometrics and traffic volumes throughout the City indicate that widening of Santa Anita Avenue, Garvey Avenue, and Valley Boulevard will provide adequate right-of-way to accommodate future traffic if the roadways are striped to allow three travel lanes in each direction. During peak hour travel, all six lanes may be necessary to provide for Level of Service D traffic flow.

A simple technique to provide the needed roadway capacity is peak hour parking restriction. During peak commute hours, on-street (curbside) parking can be prohibited to create an additional through traffic lane. Over time the City will monitor traffic volumes on Santa Anita Avenue, Garvey Avenue (west of Valley Boulevard), and Valley Boulevard to determine if and when peak hour parking restrictions may be appropriate.

On-street parking restrictions will be necessary along Lower Azusa Road. Lower Azusa Road is developed as a four-lane road and is designated as a Secondary Arterial Highway on the circulation plan. Future traffic volumes indicate a greater road

width should be provided. However, existing road width (54 to 64 feet) and frontage development severely constrain the City's ability to develop the road to Secondary Arterial standards. To accommodate future volumes, parking restrictions will be necessary.

Care should be taken when examining on-street parking restrictions due to limited on-site parking.

TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM), as described earlier, is a cooperative process designed to fully utilize the existing circulation systems in an efficient way rather than designing the systems for peak flow capacities.

The following TSM programs are adopted as measures to address El Monte's specific transportation needs:

Signal Synchronization: The City will complete the program to computerize traffic signals throughout the City so that traffic flow can be synchronized and managed. The City will also continue to cooperate with the Los Angeles County Department of Public Works to coordinate traffic flow along Valley Boulevard and Garvey Avenue from downtown Los Angeles.

Truck Traffic Reduction: A program to eliminate truck traffic and deliveries during peak hours and to reduce truck traffic overall will be implemented. Methods of eliminating truck traffic during peak hours are easy to formulate but challenging to implement. The City may consider an ordinance to prohibit peak hour truck trips. Any such ordinance would be developed in conjunction with the Chamber of Commerce.

Means of reducing overall truck traffic are more difficult to establish. One method may be to limit the number of truck routes through the City or to restrict very large trucks to evening hours on all but arterials which have freeway access.

Flex-Time: Flex-time allows City employees to stagger work hours, thus reducing peak hour congestion by spreading the traffic over an extended period of time. Extending flex-time to private employers would add to the benefits of this strategy. The City of El Monte will continue to use this program for City

employees and will encourage private employers and adjacent communities to utilize this strategy as well.

Mass Transit Promotion: El Monte has excellent access to the region's mass transit system. The City will take an active stance towards promoting the mass transit system and requiring new large scale development within the City to promote the mass transit system through the provision of transit stops. The City will cooperate with AQMD in requiring businesses to promote the use of mass transit.

Alternate Modes of Transportation: Current mobility in El Monte relies upon the automobile first and mass transit second. Implementation of bicycle and pedestrian transportation networks should be emphasized along with utilization of currently existing facilities. These modes of transportation can be particularly helpful as an interface between other modes. New facilities for bicycles including paths and parking facilities should be provided. Large scale developments will be required to provide the City with detailed bicycle and pedestrian circulation plans when proceeding through the development review process.

Another alternate mode of transportation is telecommunications or telecommuting. This mode transports information or the work product rather than the person. The City of El Monte, as of 1990, was preparing a plan to permit employees the opportunity for telecommuting. SCAG has also identified telecommunications for implementation in the 1990s. The City will enact ordinances which encourage businesses to follow the City's lead in establishing telecommuting as an alternative for employees.

Trip Reduction: The City seeks to reduce the number of total vehicle trips generated. This goal will be achieved by the implementation of programs to reduce trips. Many of these strategies are promoted and some will be required by SCAG and AQMD. Programs which the City will implement include:

- a) Telecommuting. (See program above)
- b) Development and implementation of trip reduction plans from building owners and managers whose facilities employ 100 or more employees. This will only refer to SCAQMD requirements under Regulation XV.

- c) Require employers or facilities with 25 or more employees to disseminate mass transit and trip reduction programs information.

EL MONTE

GENERAL PLAN

HOUSING ELEMENT

CITY OF EL MONTE GENERAL PLAN

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INTRODUCTION TO THE HOUSING ELEMENT

PURPOSE OF THIS ELEMENT

The Housing Element, as its title implies, addresses housing and housing related issues. Whereas the Land Use Element deals with housing in a general manner by identifying locations and densities for housing throughout El Monte, the Housing Element goes several steps further by defining goals, policies, and programs which will ensure that an adequate supply of clean, safe, and affordable housing is available to all segments of the community. Toward this end, this element focuses on the issues of: 1) housing affordability; 2) rehabilitating substandard units; 3) meeting the existing demand for new housing; 4) conserving the current housing stock; and 5) providing equal housing opportunities to all residents.

HOUSING ELEMENT REQUIREMENTS

Within the past 10 to 15 years, the State Legislature has come to recognize the important role general plans, and housing elements in particular, can assume in implementing Statewide housing goals calling for the provision of decent and sound housing for all persons. The Legislature's major concerns with regard to housing element preparation are that:

- Local governments should recognize their responsibility in contributing to the attainment of the State's housing goals;
- Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goals;
- Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals; and
- Each local government should cooperate with other local governments in addressing regional housing needs.

In order to address these concerns, the State, through the Department of Housing and Community Development, has developed very defined guidelines for the scope and content of housing elements. Table H-1 summarizes these requirements. This Housing Element and the accompanying Housing Element Technical Report together address all State requirements.

SCOPE AND CONTENT OF THIS ELEMENT

The Housing Element contains much more data than do the other General Plan elements due partly to HCD's requirements and partly to the nature of the subject matter. Population, demographic, income, housing conditions, housing needs, and employment statistics must all be enumerated. In addition, constraints on housing, such as housing costs or development fees for new unit construction, generally must be described in numbers.

While these data and statistics are important in defining the housing needs of the City, they do not address the main point of the Housing Element - to define the goals, policies, and programs the City will establish to meet its housing responsibilities. Therefore, the Housing Element simply summarizes the housing needs and constraints data and instead focuses on the definition and description of policies and programs to be undertaken to meet housing needs. A complete compilation of background statistics is provided in the Housing Element Technical Report.

RELATED PLANS AND PROGRAMS

Because the provision of housing is a regional issue, regional agencies at the County, State, and Federal levels have been involved in developing housing policies and programs which affect El Monte.

SCAG Programs: Most significantly, the Southern California Association of Governments (SCAG) has prepared a Regional Housing Needs Assessment for the six-county SCAG region. The assessment, referred to as the RHNA, outlines anticipated

**TABLE H-1
HOUSING ELEMENT REQUIREMENTS**

A. ASSESSMENT OF IMMEDIATE HOUSING NEEDS

1. Number of existing households and housing units
2. Level of payment compared to ability to pay
3. Overcrowding
4. Housing stock conditions
5. Special needs (large families, farmworkers, elderly, handicapped, female-headed households, homeless)

B. PROJECTION OF NEW CONSTRUCTION NEEDS

1. Housing market demand
2. Employment opportunities
3. Suitable sites and facilities
4. Commuting patterns
5. Type and tenure of housing needs

C. ANALYSIS OF EXISTING AND POTENTIAL SITES FOR HOUSING OF ALL TYPES

1. Survey of vacant residential land
2. Survey of redevelopment sites
3. Survey of other suitable sites
4. Identify adequate sites to meet housing demand

D. ASSESSMENT OF HOUSING CONSTRAINTS

1. Local land use controls
2. Local building codes
3. Required improvements
4. Local processing procedures
5. Fees and other exactions
6. Non-governmental factors

E. ANALYSIS OF OPPORTUNITIES FOR ENERGY CONSERVATION

1. Design and construction of individual units
2. Design of subdivisions
3. Proximity of residential development to employment centers

housing needs for all cities in the six counties. The RHNA and its relationship to El Monte housing policy are discussed in the section of this element titled "Summary of Housing Needs."

State Programs: The State Department of Housing and Community Development has four divisions responsible for overseeing programs for low and moderate income households. State programs such as the Rental Housing Construction Program provide loans and grants through local or State agencies for housing construction, rehabilitation, mobile home park conversion, rental assistance, and the like.

Federal Programs: Programs funded by the U.S. Department of Housing and Urban Development (HUD) which provide grants directly to the City of El Monte include the Community Development Block Grant (CDBG) program and special rental rehabilitation grants which provide additional funding for rental rehabilitation loans. Other programs are available for providing loans and grants directly to organizations interested in constructing housing for low and moderate income households in the City. Information about the various Federal programs can be obtained from the local HUD field office.

COMMUNITY PARTICIPATION IN ELEMENT PREPARATION

In order to solicit public comments on the Draft Housing Element and to introduce housing policy to community residents, two joint Planning Commission/City Council study sessions open to the public were held before formal public hearings began. Finally, a series of public hearings on the entire General Plan offered El Monte residents several opportunities to comment on the Housing Element.

SUMMARY OF HOUSING NEEDS, CONSTRAINTS, AND OPPORTUNITIES

As part of the Housing Element update, a separate technical report was prepared documenting the population, socio-economic, and housing characteristics of El Monte. This background report helped to define the City's current and projected housing needs and to provide direction in the development of goals, policies, and programs required to address these needs in the Housing Element.

This section of the Housing Element summarizes the findings of housing need from the technical report. In addition, certain constraints which may discourage the construction of new housing units are evaluated, as are opportunities which may further the development of new housing in the community.

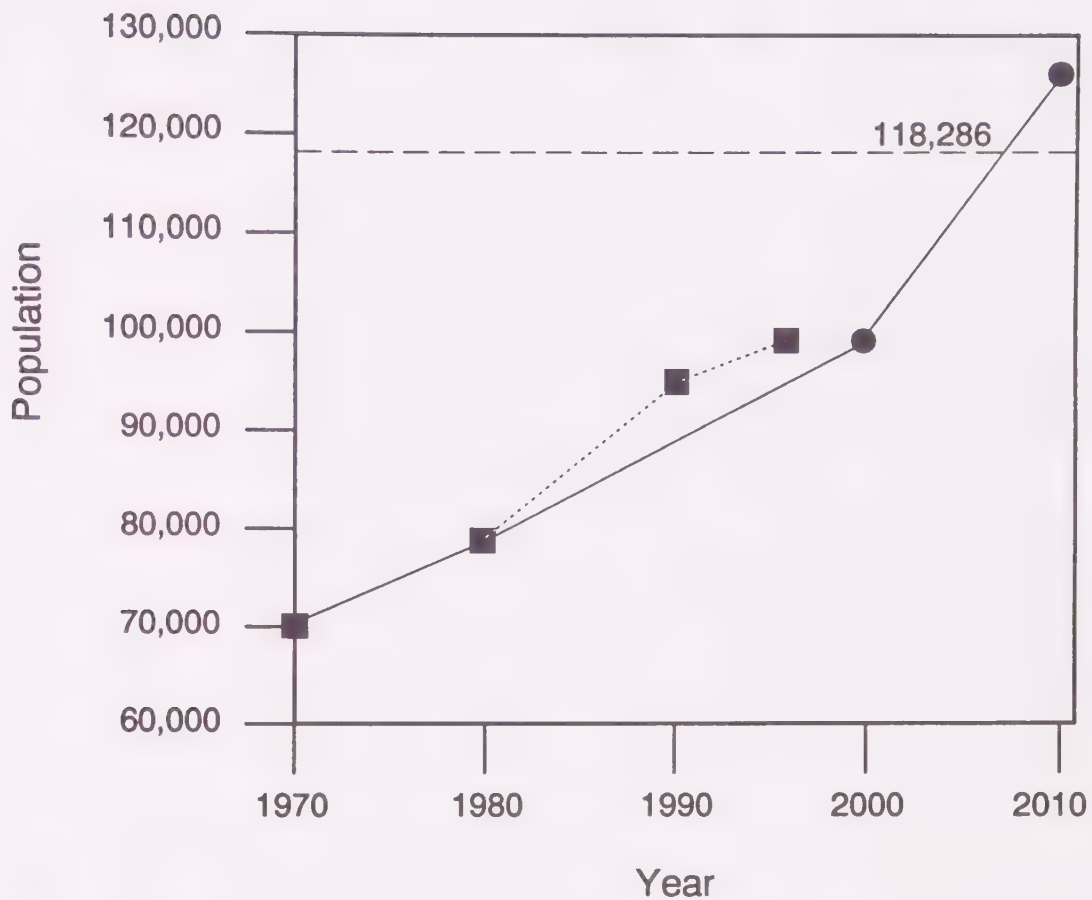
HOUSING NEEDS


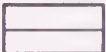
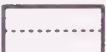
A number of factors will influence the degree of demand or "need" for new housing in El Monte in the next five years. The four major "needs" categories considered in this element include:

- Housing needs resulting from population growth, both in the City and surrounding region;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs that result when households are paying more than they can afford for housing; and
- Housing needs that result from the presence of "special needs groups" such as the elderly, large households, female-headed households, households with a handicapped person, and the homeless.

Population Growth

The State Department of Finance estimates the City's population, as of January 1989, to be 95,420 people. The 1990 U.S. Census reports a 1990 population of 106,209 residents, a figure 11 percent higher than available DOF estimates.



-  Projected Population at Build-out
-  Population Growth Based on Absorption of Regional Growth (Using SCAG Estimates)
-  Population Based on Urban Decision Systems' Analysis

SOURCE: SCAG, Urban Decisions Systems



EL MONTE GENERAL PLAN

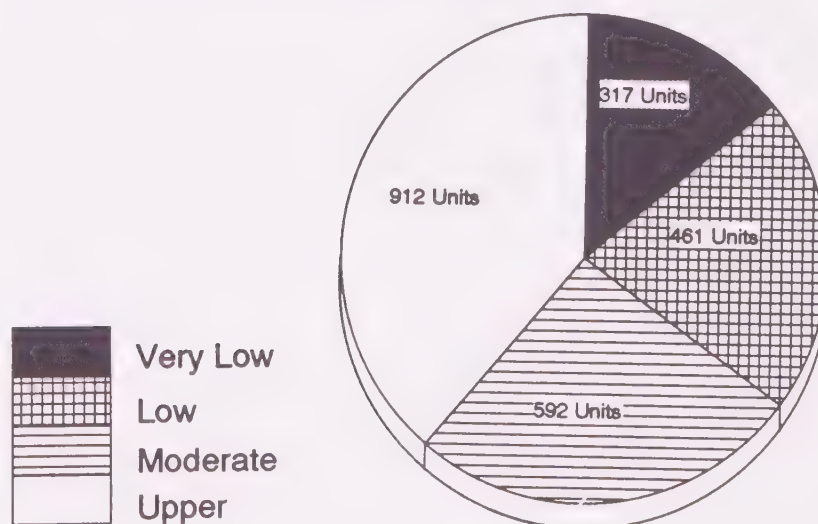
Figure H-1
Population Projections
Housing Element

The discrepancy may be due to more precise methods employed by the U.S. Census and a higher number of persons per household noted by the Census. In any event, these counts document El Monte as one of the largest cities in the San Gabriel Valley. Since 1980, the City's population has increased by more than 20 percent, and population projections point toward a continued rise in the number of City residents as El Monte absorbs part of the regional County population growth.

Figure H-1 charts the City's growth from 1970 to 1989 and provides projections based on anticipated regional growth trends. Growth projections to the year 1993 and on through the year 2010 show that the City may quickly approach assumed build-out capacity. As discussed under "Housing Opportunities," almost all of the City's growth will be accommodated through the recycling of existing residential and non-residential land uses, although such growth may only continue to a point.

Regional projections prepared by SCAG (the Regional Housing Needs Assessment, or RHNA) indicate that by the year 1993, El Monte will need to provide 2,282 total housing units to accommodate growth demands. These units should be distributed among the City's various income groups as indicated in Figure H-2.

Figure H-2
City of El Monte
SCAG Five-Year RHNA



The 2,282 total units represent SCAG's 1988 RHNA allocation for El Monte. However, in 1989, SCAG revised its original 1988 RHNA figures to include new advisory allocations. The advisory allocations provided adjustments to the original RHNA numbers to account for, among other factors, more realistic vacancy rates in "built out" urban areas such as El Monte. The advisory RHNA projects a demand in El Monte for 2,011 units. SCAG allows the advisory numbers to be used by jurisdictions that feel these numbers better represent a level of need. However, HCD does not recognize the advisory numbers as the official SCAG allocation. El Monte believes the advisory allocation more realistically reflects the number of housing units which can be provided in its urbanized environment.

Substandard Units

Fifty-five percent of the City's existing housing stock is over 30 years old. Thirty years is considered a benchmark year with regard to the age and condition of a housing unit. After 30 years, units may need major improvements such as roofing or plumbing to prolong the life of the structure. In the absence of such improvements, units may continue to deteriorate and fail to provide suitable housing for inhabitants. The City's high percentage of aging units indicates a need for the continued maintenance of the existing housing stock so that units are not removed from the available supply of housing.

The City currently has strong programs to rehabilitate older structures owned and/or occupied by low and moderate income households. Continued use of these programs will forestall the deterioration of existing units and thereby maintain the housing supply available to lower income households. However, the City anticipates that CDBG funds, the primary resource for such programs, will decline about two percent per year, decreasing the funds available for the programs. Needs will continue even though funding sources may change.

Affordability

State and Federal standards for housing overpayment are based on an income-to-housing payment ratio of 30 percent and above. Households paying greater than 30 percent of gross income toward rent or a mortgage will have less income left over for other necessities such as food, clothing, and health care. In

to market rate housing. Section 8 contracts typically run five years, meaning that every five years affordable units in this program face possible conversion.

In 1989, the State Department of Housing and Community Development published a report identifying all Federally sponsored affordable housing projects which could be converted to market rate units within the next five years. Three such projects have been identified in El Monte - Cottonwood Manor on Penn Mar Avenue, Cherry Lee Apartments on North Peck Road, and Villa Raintree on Ferris Road.

Cottonwood Manor is a Section 236 project providing 26 affordable units for lower income families. The 20-year prepayment option date for this development occurs in 1993. The 20-year date for Villa Raintree also is 1993. This 70-unit Section 221/8 project provides housing for senior citizens. Cherry Lee Lodge is a Section 8 project which has 75 units. If all of these units were to convert to market rate units by 1993, 171 affordable housing units could be lost.

Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In El Monte, these "special needs" households include the elderly, handicapped persons, large families, farmworker households, female-headed households, and the homeless.

Elderly: The special needs of many elderly households result from their lower fixed incomes, physical disabilities, and dependence needs. An estimated 6,579 elderly (65 years and over) resided in El Monte in 1988, representing 7.7 percent of the total population. The proportion of elderly can be expected to increase as those persons between the age of 35 and 64 grow older. Many elderly households in the City are of lower income, and of these, the City's 1988 Housing Assistance Plan (HAP) estimates that 817 are in need of rental assistance.

Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually on fixed incomes. The housing needs of the elderly can be addressed through the provision of smaller units, second units on lots with existing homes, shared living arrangements, congregate housing, and housing assistance programs.

Handicapped: Physical handicaps can hinder access to housing units of traditional design as well as limit the ability to earn adequate income. El Monte's Housing Assistance Plan identifies 54 low and moderate income households that have at least one handicapped person, representing approximately 0.2 percent of total households within the City in 1988.

Housing opportunities for the handicapped can be maximized through housing assistance programs and providing design features such as widened doorways, ramps, lowered countertops, single-level units, and ground floor units.

Large Families/Unit Overcrowding: Large families are identified as a group with special housing needs because of the limited availability of adequately sized, affordable housing units. Large families (five or more members) are sometimes of lower income and therefore less able to afford larger units. This situation frequently results in the overcrowding of smaller dwelling units, which in turn accelerates unit deterioration. In addition, large families often have difficulty finding rental units which qualify for the Federal Section 8 Housing Assistance Program because larger units exceed maximum rent limits, and some landlords are reluctant to rent to large families.

In 1988, approximately 14.7 percent of the City's households had five or more members, translating to 3,977 households. The housing needs of large households can be addressed through the provision of affordably-priced larger housing units and through rental assistance programs.

Female-Headed Households: Female-headed households typically have lower overall incomes than other household groups. In 1988, an estimated 13.5 percent, or 3,325 El Monte households were headed by a woman. Oftentimes, such households have dependent children under 18 years of age. Thus, providing housing opportunities for this group addresses the issues of housing affordability and services for the care of children.

Farmworkers: The special housing needs of many farmworkers stem from their low wages and the insecure nature of their employment. Those persons working in the farming industry were counted in the 1980 U.S. Census, but figures have not been updated since 1980. The Census identified 42 farmworkers in the City in 1980. It is anticipated that the number and percentage of farmworker households in El Monte has declined

significantly since 1980 due to the lack of job opportunities in this field in the area.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homeless include the general lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill.

Based on estimates provided by United Way, Los Angeles County's homeless population may range from 25,000 to 50,000 people. Homelessness is considered a regional problem which affects all cities throughout the County. According to Peter Mireles of the El Monte Police Department, the Department, based on observation, unofficially reports a total homeless population in the City of 40 individuals. The majority of these individuals may be considered the chronically homeless since these individuals do not appear to be seeking permanent housing. The Police Department reports occasional incidents of lower income families or individuals temporarily displaced due to evictions, rising rents, or other circumstances which force them from their homes.

In April 1990, the *Los Angeles Times* published a story on El Monte's homeless, describing the population as a mix of unemployed persons, undocumented immigrants, "hobos," and women with children. The homeless were reported to frequent City parks and freeway underpasses and to take advantage of food and shelter offered by local private charitable organizations.

No permanent homeless shelters or transitional housing exist in El Monte. However, the El Monte/South El Monte Emergency Resources Association assists needy and homeless families with emergency housing through a voucher system. The vouchers provide free shelter to approximately 10 homeless persons per night at local motels. The Association also assists with auxiliary needs such as transportation, clothing, and food. The Police Department also provides vouchers and referral services, generally for the temporarily displaced.

At this time, the City's zoning regulations do not specifically provide for transitional housing or shelters for the homeless. However, provisions in the ordinance do allow charitable organizations to establish such uses as temporary shelters and

food distribution programs in any zone subject to conditional use permit approval. Also, as discussed in the "Housing Element Goals and Policies" section of this element, the City will adopt provisions to accommodate more permanent types of uses to respond to the needs of the homeless population.

HOUSING CONSTRAINTS

Housing constraints in El Monte may be divided into four general categories: market constraints, governmental constraints, constraints presented due to the inadequacy of infrastructure, and availability of vacant land. There are no environmental factors (e.g. topography, flooding, fault hazards) which constrain development.

Market Constraints

Housing costs in El Monte historically have been lower than housing costs in surrounding communities. However, in recent years the increased demand for affordable housing throughout Los Angeles County, combined with higher labor costs, materials costs, land costs, and fluctuating interest rates, have driven up rental rates and home sales prices in El Monte. In 1980, the U.S. Census reported the median sales price of a single family home in El Monte at \$66,000. By 1981, the median sales price had risen to \$71,655, and in 1988, a median price of \$125,000 was reported. The average sales price in 1988 for a single-family unit was \$129,237, but home prices ranged to \$320,000. The market forces affecting this rise are described in detail in the Housing Element Technical Report.

Financing costs for a single-family home are important to consider in determining what many families in the City can afford in terms of house payments. A unit costing \$125,000, assuming a 10 percent down payment and a 30-year mortgage at 11 percent, would require a monthly payment of \$1,071. Additional costs to be considered include homeowners insurance, property mortgage insurance, and property taxes. These three latter items could add \$2,500 to \$3,000 to annual housing costs.

City staff does not believe that any instances of "red lining", with regard to single-family owner-occupied home loans, has occurred, although staff has not conducted a "red lining" study. Financing appears to be available to all income groups, and no complaints of discrimination have been registered by persons seeking home loans. The City also notes that the local financial institution involved in the City's rehabilitation loan program equitably reviews all loan applications.

Governmental Constraints

Actions and requirements imposed by the City can have an impact on the price and availability of housing in El Monte. Zoning controls, building codes, infrastructure improvements, and application fees intended to improve the overall quality of housing may constrain the development of affordable housing. In El Monte, permit processing fees are not excessive (refer to Table 28 in the Housing Element Technical Report), and accommodations can be made for affordable housing projects. Zoning regulations permit several types of multiple-family and special housing developments and are not considered overly restrictive. The processing time for residential development proposals ranges from four to seven weeks, which the City considers to be a fairly quick turnaround. The biggest governmental constraints imposed on housing, therefore, are the requirements for provision of adequate infrastructure and compliance with applicable building codes. These requirements generally cannot be waived since they respond to health and safety needs in housing.

The City Fire Department requires installation of automatic fire sprinklers in all new single-family residential units. While this requirement does add to the cost of a house (on average, \$1.00 to \$1.50 per square foot of the unit), the Fire Department states that the sprinklers significantly reduce incidents of severe fire damage and the potential for injuries and even deaths due to fires. Homeowners' insurance rates may be lower due to the presence of sprinklers in new units. Sprinklers are considered to provide long-term benefits in exchange for shorter term higher costs.

Infrastructure Constraints

Portions of the City's fragmented domestic water system do not provide adequate fire flows. However, deficiencies are in the process of being corrected in conjunction with or anticipation of residential recycling. Water system deficiencies are not at a level so as to constrain residential development. Similarly, the sewage collection system has only isolated problems which can be corrected on a case-by-case basis.

School Facilities

El Monte is served by three school districts - the El Monte School District (elementary and middle schools), the Mountain View School District (elementary and middle schools), and the El Monte Union High School District. According to school district staff, almost all schools currently face overcrowding conditions due to rapid housing growth and the influx of families with school age children. The construction of additional classroom space lags behind demand increases, requiring portable classroom facilities to be installed to meet the demand. Also, year-round school schedules have been initiated to relieve overcrowding.

Lack of school space does not necessarily constrain housing growth; new units continue to be built despite the classroom crunch. To meet demand increases, school districts collect fees from new development to finance new facilities. Fees are collected at the rate of \$1.56 per square foot for residential units and \$0.25 per square foot for commercial and industrial construction. Although new housing will generate funds for school facilities construction, school districts anticipate that overcrowding will not be relieved in the immediate future.

HOUSING OPPORTUNITIES

This section evaluates the potential for additional residential development in El Monte by examining vacant lands and underutilized properties.

Vacant Land

Vacant land zoned or otherwise designated for residential use is extremely scarce in El Monte. A land use survey performed in July of 1989 identified 65 acres of vacant land, or 1.1 percent of the developable land area. As Table H-2 indicates, only 38 of the 65 vacant acres are designated for residential use on the General Plan land use policy map. Assuming the average densities outlined in Table H-2, existing vacant land could support the development of only 781 new units. This figure assumes all existing vacant land within the areas designated for mixed use will be developed with residential units.

Underutilized Properties

In addition to development on vacant sites, new development could occur through the redevelopment of existing residential properties. Throughout the City, parcels are zoned or designated on the General Plan land use policy map for higher densities than they presently support. In fact, most of the new residential development in El Monte has resulted from the demolition of older, single-family units on existing deep lots and the construction of several new homes or a multiple-family project on that single lot or combination of two or more adjacent lots. This type of redevelopment is occurring Citywide where older single-family neighborhoods are zoned for multiple-family uses or where single-family homes occupy very large lots which can be subdivided.

In 1989, Building Department records indicated that a net of 66 new units was provided via recycling (77 demolition permits, 143 occupancy permits). Much of the recycling is occurring in the southeast quadrant of the City, where land is designated for Medium and High Density Residential development. The City anticipates that the level of recycling will increase due to growth pressures.

Table H-3 outlines the number of housing units which could be expected if the City were to develop to build-out capacity in accordance with General Plan land use policy. "Build-out" does not assume every property is developed at 100 percent of General Plan designated full capacity since the maximum permitted densities will not be achieved on every lot due to individual site constraints. Instead, certain average densities have been assumed.

**TABLE H-2
VACANT LAND INVENTORY**

LAND USE DESIGNATION	ACREAGE OF VACANT LAND	AVERAGE DENSITY	DEVELOPMENT POTENTIAL	
			UNITS	POPULATION(a)
Low Density Residential (0 to 6 du/ac)	10.1	4 du/ac	41	161
Medium/Low Density Residential (6.1 to 8 du/ac)	4.4	8 du/ac	35	138
Medium Density Residential (8.1 to 14 du/ac)	12.8	14 du/ac	180	708
High Density Residential (14.1 to 25 du/ac)	0.0	25 du/ac	0	0
Medium Density/Neighborhood Commercial (0 to 14 du/ac)	4.8	14 du/ac	67	264
Downtown Core (up to 100 du/ac)	6.1	75 du/ac	458	1,800
TOTALS	38.0		781	3,071

(a) Population estimates assume an average household size of 3.935 persons, based upon 1990 U.S. Census estimates.

**TABLE H-3
BUILD-OUT POTENTIAL**

LAND USE DESIGNATION	AREA IN ACRES	AVERAGE DENSITY	DEVELOPMENT POTENTIAL	
			UNITS	POPULATION(a)
Low Density Residential (0 to 6 du/ac)	2,159	4 du/ac	8,636	33,983
Medium/Low Density Residential (6.1 to 8 du/ac)	345	8 du/ac	2,760	10,860
Medium Density Residential (8.1 to 14 du/ac)	983	14 du/ac	13,762	54,153
High Density Residential (14.1 to 25 du/ac)				
◦ Without density bonus	87	25 du/ac	2,175	8,559
◦ With density bonus	10	75 du/ac	750	2,656
Medium Density/Neighborhood Commercial (8.1 to 14 du/ac)	18	14 du/ac	252	992
Downtown Core (up to 100 du/ac)	23	75 du/ac	1,725	6,788
TOTALS	3,625		30,060	118,286

- (a) Population estimates assume an average household size of 3.935 persons, consistent with 1990 U.S. Census estimates.
- (b) Build-out assumes that 25 percent of the area designated Medium Density/Neighborhood Commercial and five percent of the Downtown Core will be developed with residential uses.

The City anticipates that recycling will continue to occur Citywide and therefore includes in its land inventory all land designated on the General Plan Land Use Policy Map for residential use. Table H-3 indicates that recycling to higher densities, combined with the development of scattered vacant parcels, could result in a total of 30,060 units in El Monte, or 3,070 more units than reported by the preliminary 1990 U.S. Census count.

Encouraging New Development

Growth pressures throughout the San Gabriel Valley have caused many cities to adopt policies to down-zone residential properties. In several cases, residential development moratoriums have been put in place to allow these cities time to develop standards for lower density housing. El Monte, however, has not adopted any policies or moratoriums which limit residential growth. The City maintains an "open door" to development.

DEVELOPMENT POTENTIAL COMPARED TO HOUSING NEEDS

As discussed under the previous heading "Housing Needs," SCAG's Regional Housing Needs Assessment for El Monte identifies a need for 2,282 additional housing units in the five-year period of 1989-1994. The analysis of build-out indicates that General Plan land use policy allows for development of 3,070 more units Citywide. Land is available to meet projected regional housing needs if recycling continues to occur throughout the five-year planning period and as the City successfully implements the housing programs described in this element.

The City recognizes its responsibility in meeting regional housing needs and has attempted to meet these needs by allowing for the construction of 688 new units (net construction) during 1983 to 1988 (the five-year period covered by the previous Housing Element). In a City with very little vacant land, an average of 138 units per year represents a considerable contribution to the housing stock. Also, the City anticipates that density bonuses will be granted to specific projects during the next five years. Bonuses may facilitate construction of additional units above the projected build-out level. These bonuses are described in the Housing Plan section of this element.

HOUSING ELEMENT GOALS AND POLICIES

The City of El Monte currently manages several aggressive programs aimed toward addressing residents' housing needs. The following goals and policies re-emphasize the City's resolve to continue these programs and to provide a range of housing opportunities for all income groups. The following statements outline the general direction City decision makers will take in addressing housing issues. The "Housing Plan" section of this element describes the actual programs the City will use to implement housing policy.

HOUSING MAINTENANCE AND UPGRADING

Substandard housing units, aside from creating unsightly blight conditions, can expose residents to such hazards as electrical fires, poor sanitary conditions, and asbestos. If units are maintained in good, sound condition, the life of the unit may be extended, and residents can thereby have better access to safe, affordable housing. The following goals and policies encourage maintenance and upkeep of the existing housing stock through several programs, ranging from financial assistance for unit rehabilitation to continued code enforcement.

GOAL 1.0: The City will work to ensure that the quality, safety, and livability of the housing stock is continuously maintained and/or upgraded.

Policy 1.1: Pursue the replacement of existing deteriorated units and encourage replacement with sound and high quality new development.

Policy 1.2: Continue to monitor the condition of all housing through code enforcement programs to prevent unit deterioration.

Policy 1.3: Participate in State and Federal housing assistance programs designed to assist in the rehabilitation of low and moderate income units. Initiate a community credit needs assessment for housing stock rehabilitation, and evaluate the performance of banks and savings institutions with local branches for compliance with Community Investment Act goals and objectives.

Policy 1.4: Concentrate rehabilitation efforts on units which provide housing for special needs groups - large families, the elderly, and handicapped persons.

Policy 1.5: Encourage landlords and other property owners to maintain properties in sound condition through the code enforcement program and City loan programs.

Policy 1.6: Establish a property maintenance program which requires housing inspection and rehabilitation at the time of transfer of ownership.

Policy 1.7: Provide assistance to mobile home owners for unit rehabilitation through grant programs.

Policy 1.8: Continue to employ City maintenance and construction personnel for housing rehabilitation programs.

NEW UNIT CONSTRUCTION

Opportunities exist throughout the City for recycling underutilized residential properties to higher densities. Such recycling will increase the City's housing stock. Higher density developments in appropriate areas should create a greater supply of affordable housing.

GOAL 2.0: The City will pursue regional goals for the provision of new housing.

Policy 2.1: Encourage private developments which have a wide variety of housing types.

Policy 2.2: Permit development up to maximum allowable zoning densities. However, this policy shall not be construed to allow developments which compromise City standards of high quality design.

Policy 2.3: Continue to provide flexibility in new housing opportunities by allowing residential units in mixed-use zones via the conditional use permit process.

HOUSING AFFORDABILITY

Housing affordability was once a concern primarily of very low income households. However, in recent years, escalating housing prices in the greater Los Angeles area have created affordability problems for middle income households as well. Older persons on fixed incomes often have to deal with rising rental costs. Younger families just entering the housing market looking to purchase homes often pay mortgages three to five times greater than that paid for the same house a decade earlier. The following goal and supporting policies underscore the City's commitment to ensuring units stay affordable to all income groups.

GOAL 3.0: The City will continue to support affordable housing and rental assistance programs.

Policy 3.1: Support the use of Federal and State housing grant and loan programs to provide rental and owner-occupied units Citywide.

Policy 3.2: Encourage local lending institutions to provide creative financing mechanisms to increase homeownership opportunities for low and moderate income households. Develop public-private relationships with banks under the Community Reinvestment Act and non-project and for-profit developers of affordable housing. Initiate and complete a financial study during the 1991-1992 fiscal year of the feasibility of instituting a so-called "soft-second" first time homebuyer mortgage loan program for the City to be funded initially by a portion of the low and moderate income housing set-aside funds of the El Monte Center Redevelopment Project Amendment No. 1, subject to the senior debt service obligations for the 500-unit affordable senior citizen rental housing project.

Policy 3.3: Offer density bonuses of 25 percent or greater for affordable housing projects.

Policy 3.4: Establish a City "land banking" program which will enable the City to acquire and consolidate lots for new, higher density residential projects.

Policy 3.5: Discourage the displacement or conversion of mobile home parks that provide decent, safe, sanitary and affordable housing alternatives. It should be noted however, that there are

mobile home parks that are used as motels and multiple family rental housing. In addition, there are mobile home parks that contain numerous health and safety code violations.

Policy 3.6: Maintain the existing Residential Mobile Home Park zone to allow the continuation of decent, safe, and sanitary development in the City.

Policy 3.7: Support mobile home park residents' efforts to obtain State-sponsored loans for the purchase of mobile home parks or lots.

Policy 3.8: Upgrade existing mobile homes through the enforcement of fire safety and building codes.

Policy 3.9: Discourage the conversion of affordable housing projects (Sections 236, 221, 202, 8) to market rate units.

Policy 3.10: Review the City's existing development processing fees and procedures to determine if opportunities exist to waive certain fees and to shorten the review process for affordable housing developments.

HOUSING FOR RESIDENTS WITH SPECIAL NEEDS

Over the next five years, the City's aging population will create an increased demand for housing geared toward the needs of the elderly and the handicapped. The City recognizes the special housing needs of these and other special needs groups (large families, lower income households) in terms of housing affordability and special construction requirements and has developed programs to meet these needs. City policy calls for continued strong efforts to respond to the housing needs of the elderly and handicapped, and to establish new zoning regulations to respond to shelter requirements for the homeless population.

GOAL 4.0: The City will continue to encourage housing projects and programs designed to accommodate residents of the City with special housing needs.

Policy 4.1: Support the efforts of non-profit and for-profit organizations seeking to construct Section 8 and Section 202 housing projects in the City.

Policy 4.2: Continue to work with the East San Gabriel Valley Consortium in referring seniors and other special needs households to the Consortium and its services.

Policy 4.3: Continue to offer grants and loans to senior, handicapped, and lower income households for housing unit rehabilitation.

Policy 4.4: Promote the rehabilitation and expansion of existing housing units to accommodate the needs of large families, the elderly, and the handicapped.

Policy 4.5: Recognize the needs of the homeless population by allowing the development of transitional housing in all compatible areas of the community, subject to Conditional Use Permit review and approval. Revise the City's zoning regulations to accommodate such uses.

Policy 4.6: Provide assistance in the form of funding and/or streamlined review procedures for organizations proposing to establish transitional housing.

Policy 4.7: Recognize the regional nature of homelessness by working with other cities in the San Gabriel Valley to establish regionwide programs that will assist the homeless population throughout the valley.

FAIR HOUSING PROGRAMS

Housing should be made available to all persons regardless of race, ethnicity or income. The City will support Statewide housing goals that call for equal opportunity for all persons.

GOAL 5.0: The City will support programs which promote fair housing opportunities in El Monte.

Policy 5.1: Work with the Fair Housing Council of San Gabriel Valley and similar agencies to reduce incidence of housing discrimination.

Policy 5.2: Continue to help fund the Fair Housing Council of the San Gabriel Valley and similar agencies.

ENERGY CONSERVATION

Energy conservation works not only to curtail the consumption of non-renewable resources but also to reduce heating and cooling bills and thereby reduce overall housing costs. Saving money on energy bills is of particular concern to lower income households and elderly persons on fixed incomes.

GOAL 6.0: The City will encourage energy conservation in residential construction.

Policy 6.1: Continue to refer eligible households to retrofit programs sponsored by the East San Gabriel Valley Consortium.

Policy 6.2: Enforce all applicable State and local building code requirements for energy conservation.

RELATED GENERAL PLAN POLICIES

The Housing Element builds upon the other General Plan elements and is therefore consistent with the policies and proposals set forth in the General Plan. The matrix on the following page identifies goals and policies contained in the other five elements which relate directly or indirectly to the housing issues addressed in this element.

**TABLE H-4
HOUSING ELEMENT POLICY MATRIX**

HOUSING ELEMENT ISSUE	LAND USE	CIRCULA- TION	OPEN SPACE AND CONSER- VATION	SAFETY	NOISE
Housing Maintenance and Upgrading	2.0, 2.1, 2.2 7.5	1.5		2.6	2.3, 5.1
New Unit Construction	1.2, 3.0, 3.2		1.3		
Housing Affordability	1.2, 3.0, 3.2				
Housing for Residents with Special Needs	3.0, 3.1				
Fair Housing Programs	3.0				
Energy Conservation	2.2			2.6	5.1

This table illustrates the internal consistency of the General Plan by identifying goals and policies in other elements which reinforce housing goals.

HOUSING PLAN

ACCOMPLISHMENTS UNDER 1983 ELEMENT

El Monte last adopted a Housing Element in 1983. The element established goals for unit rehabilitation, new unit construction, and household rental assistance during the 1983 to 1988 period as follows:

Program	Goal
Unit Rehabilitation (Grants and Loans)	150 units/year
New Construction (SCAG-RHAM)	2,258 total units
Rental Assistance (Section 8)	300 households/year

The 1983 element also indicated that the City would encourage construction of new Section 8 and Section 202 units and would offer density bonuses to encourage affordable housing. Additional goals called for the creation of mixed use (residential/commercial) zones and new residential construction within these zones.

Data supplied by the Code Enforcement Division for 1984 to 1988 (1983 data are not available) indicate that Citywide, the number of units cited for code violations rose each year due primarily to the Division's rigorous efforts to identify substandard units and to have violations corrected. In 1984, 966 citations were issued. In 1988, the total reached 1,332. The Division has succeeded in having about 80 percent of all units cited each year corrected.

Many of these units have used available grant and loan resources to correct deficiencies. According to City Housing Division records, a total of 436 housing units participated in the rehabilitation grant and loan programs during 1983 to 1988. This represents 58 percent of the goal.

New unit construction between 1983 and 1988, as reported by the State Department of Finance, totaled 688 net units, or 30 percent of the units SCAG indicated would be needed. Section 8 participation averaged 275 units per year, or over 90 percent of the goal.

No new Section 8 or 202 projects were constructed; no developers approached the City with such projects. Similarly, no density bonuses were granted because no such requests were made.

With regard to mixed use development, during 1983 and 1988 the City was in the process of revising the General Plan Land Use Element to allow for mixed use development. No mixed use projects were proposed or constructed during this five-year time frame.

HOUSING PROGRAMS

The "Goals and Policies" section of this element defines six major housing issues in El Monte as follows: 1) the maintenance and upgrading of the existing housing stock; 2) construction of new units through recycling and redevelopment; 3) provision of affordable housing; 4) meeting housing needs of special needs groups; 5) ensuring equal access to housing through fair housing programs; and 6) encouraging energy conservation in existing and new units.

This section of the Housing Element defines the existing programs the City will continue to use and new programs which will be undertaken to achieve the City's housing goals and to implement housing policy. The quantification of units anticipated to be assisted by each of the programs is contained in the "Five Year Action Plan" matrix in the following section.

PROGRAM STRATEGY # 1: MAINTENANCE AND UPGRADING OF EXISTING HOUSING STOCK

Housing maintenance and rehabilitation efforts are aimed toward improving properties for health and safety, as well as aesthetic, reasons. Through ongoing maintenance efforts, the City can help residents protect investments in properties and

protect structures from possible larger rehabilitation needs in the future.

El Monte contains a significant number of units which can be considered in need of minor to extensive rehabilitation. According to the City's 1988 Housing Assistance Plan, approximately 4,500 units, or 17 percent of the housing stock, require some degree of refurbishing. The number of deteriorating units is expected to increase given the age of the city's housing stock as a whole. The City's code enforcement program, coupled with loan and grant programs for rehabilitation, will work towards upgrading existing units.

Program 1A: Rehabilitation Loan and Grant Programs

Program Description: The City offers three types of residential loan and/or grant programs. The first - the Residential Rehabilitation Loan Program - is available to owner occupants who meet the program's income requirements. The program uses funds made available through the U.S. Department of Housing and Urban Development's Community Development Block Grant (CDBG) program to provide low interest or interest free, long-term loans (up to 15 years) to low and moderate income homeowners. Owner occupants earning less than 50 percent of the County median income can qualify for an interest free loan, while low and moderate income households may obtain loans at rates substantially below the market rate. Funds are dispersed through the Bank of America, and a loan may be granted for an amount up to 90 percent of property equity. The City works with the property owner to identify substandard conditions to be corrected with loan funds. The City may also assist in arranging for appropriate contractors to perform the construction.

The second program is the Rehabilitation Grant Program. This program is restricted to owner occupants of single-family units and mobile homes who are senior citizens or handicapped persons and who live on permanently fixed incomes at or below 80 percent of the County median income. The program awards one-time grants of up to \$2,000 for property repairs.

Rental property rehabilitation is accomplished through the Rental Rehabilitation Program. The program's aim is to improve the quality of existing rental stock, both apartments and single-family units, to benefit low and moderate income tenants.

The program uses both CDBG funds and special rehabilitation grants for loans to subsidize improvements. Section 8 vouchers are also made available through this program for low-income tenants. Total loan amounts per each unit cannot exceed \$10,000, \$5,000 of which is paid by the City out of the Federal funds.

Program Goals: The grant and loan programs have been the City's most successful and most utilized housing assistance programs. The City plans to continue to use these programs extensively to conserve and rehabilitate the City's housing stock. Annual program goals, as outlined in the City's 1988 HAP, call for the following participation:

- Residential Rehabilitation Loans: 30 units per year;
- Rehabilitation Grants: 30 units per year; and
- Rental Rehabilitation: 16 units per year.

Program 1B: Code Enforcement

Program Description: Code enforcement efforts in El Monte are geared toward bringing substandard units in compliance with City building and property maintenance codes. The program employs seven full-time code enforcement personnel. Potential code violations are identified only on a complaint basis.

Once a potential violation is identified, City staff performs a property inspection, and if necessary, code citations are issued to the property owner. The property owner is informed of available City grant and loan programs and is given 90 days to correct the code violation. If corrections are not made after several attempts by the City to encourage the property owner to comply, the matter may be referred to the City Attorney's office. The City has the option of having the necessary work performed and filing a tax lien against the property.

Programs Goals: Because the code enforcement program works on a complaint basis, the number of units cited each year for code violations varies widely. In 1988, the Code Enforcement division reported 1,332 residential property violations. Of this total, 80 percent were brought up to code. This high rate of compliance illustrates the City's strong efforts to encourage qualifying households to take advantage of available rehabilita-

tion grant and loan programs. The City's five year goal with regard to code enforcement is to continue to cite substandard units and to refer income-qualifying households to the grant and loan program described under Program 1A. Information packets describing these programs will be provided in conjunction with code violation citations.

Program 1C: Deferred Payment Rehabilitation Loan

Program Descriptions: The Deferred Payment Rehabilitation Loan Program (DPRLP) is a State-sponsored program which offers low interest loans to cities and counties, as well as to other local public entities and non-profit corporations, for the purpose of rehabilitating housing for low and moderate income households. The State lends funds to the public agency or non-profit group which in turn lends funds to eligible property owners in the form of very low, deferred payment loans.

Program Goals: The City has not participated in this program in the past. However, the City will investigate the program with the intent to assist up to 10 units per year.

Program 1D: Change of Ownership Property Inspection

Program Description: The aim of this proposed program is to identify code violations at the time a property is listed for sale and to ensure that the violations are corrected before ownership transfer occurs. The program, which is proposed to be mandatory, responds to recent State legislation which requires sellers to disclose known deficiencies in a housing unit to potential buyers.

Inspections will be performed either by City personnel or by private inspection companies. Before a property changes hands, the seller or buyer will be required to provide the City with proof that identified violations have been corrected. The program should result in a great reduction in the number of code violations Citywide since all units will be subject to the regulations.

Program Goals: The number of units participating in the program on an annual basis will fluctuate with the number of units (not including new units) listed for sale. Assuming an average of 400 non-new units are listed each year, 2,000 units could participate in this program in the next five years.

PROGRAM STRATEGY #2: CONSTRUCTION OF NEW UNITS

New construction provides a major source of housing for prospective homeowners. In El Monte, a total of 429 units were constructed in 1988, largely through the recycling of existing residential properties to higher densities. New construction, however, is substantially more expensive than housing rehabilitation, and the City does not have the resources available to sponsor new unit construction. Incentive programs, such as density bonuses and land write-downs, offer a cost effective means of ensuring the provision of new housing. Also, by allowing mixed uses in some areas of the City, residential development could replace obsolete commercial or industrial buildings.

Program 2A: Density Bonus Incentives

Program Description: State law sets up a framework for density bonuses by requiring cities to grant developers a minimum 25 percent density bonus above zoning ordinance limits if the developer provides at least 20 percent of the units for low income households, 10 percent for lower income households, or at least 50 percent of the proposed units for the elderly. In addition to the density bonus, at least one other regulatory concession must be made by the City (for example, reducing application fees). El Monte has not established any specific guidelines for the granting of density bonuses and therefore adheres to the State's minimum requirements. In the past, many of the projects qualifying for density bonuses have been multiple-family units constructed for senior citizens.

Recent (1991) revisions to General Plan land use policy, however, set up a framework for granting density bonuses above the State's standard. In the High Density Residential designation, density bonuses allowing up to 50 units per acre may be granted for affordable housing projects for families, provided the project site contains at least 30,000 square feet and has a minimum 150-foot frontage. For development projects planned solely for senior citizens, densities of up to 100 units per acre are permitted, subject to the same site requirements cited above.

Program Goals: Density bonuses are awarded on a case-by-case basis. The number of bonuses granted each year will depend upon the number of project developers applying for the bonus.

The City will grant a bonus for a proposed senior citizen development in the central City area. The 7.1 acre site is planned for at least 500 units, which will yield a density of 70 units per acre. This represents a substantial bonus over the High Density Residential cap of 25 units per acre.

To further encourage the use of density bonuses, the City will establish density bonus provisions in the zoning ordinance consistent with General Plan land use policy.

Program 2B: Land Assemblage and Write-Downs

Program Description: The City can use both CDBG and redevelopment set-aside monies to write down the cost of land for development of housing for low and moderate income households. The intent of this program is to reduce land costs to a point such that it is economically feasible for a private developer (sometimes a non-profit organization) to build affordable units. As part of the land write-down program, the City may also assist in acquiring and assembling properties and in subsidizing on-site and off-site improvements.

Program Goals: This program represents a new City program. Because minimal funding is available from redevelopment set-aside sources, the City plans to use CDBG resources to acquire land to assist non-profit builders in the future. The single project under consideration at this time is a 500-unit senior citizens project which will provide approximately 75 very low income units, 75 low income units, and 90 moderate income units. Completion of this project will meet El Monte's affordable housing needs for several more years.

Program 2C: Mixed Use Development

Program Description: General Plan land use policy provides for two mixed use designations which permit medium to high density residential developments to be constructed within areas historically devoted to commercial uses. This policy provides additional land for residential uses, particularly higher density projects which typically are more affordable to a wider range of households.

Program Goals: The City will encourage developers to construct new projects or appropriate sites within areas designated for mixed use. At least one mixed use project a year is anticipated.

PROGRAM STRATEGY #3: PROVISION OF AFFORDABLE HOUSING

As discussed in the "Housing Needs" section of this element, of the 7,366 total households identified as "overpayers," 85 percent are renters and 15 percent are homeowners. This statistic reveals a real need for affordable rental units in the community.

Program 3A: Section 8 Rental Assistance/Vouchers

Program Description: The Federal government provides funds for rental assistance through a program referred to as Section 8. Section 8 provides rental assistance subsidies to low income families and the elderly who are paying more than 30 percent of their income for rent. The subsidy represents the difference between the overpayment amount and the actual rent. Participants are issued certificates for specific housing units set aside for the Section 8 program.

The voucher program is similar to the rental assistance program, although the participants receive housing vouchers rather than certificates. Vouchers permit tenants to locate their own housing. Participants may rent units which exceed the federally determined fair market rent in an area, provided the tenant pays the additional amount. The Federal government is in the process of converting the rental assistance program toward this voucher system.

Program Goals: The City's 1988 HAP establishes an annual goal of continuing to make available 127 Section 8 units through either the certificate or voucher program. This represents a five year goal of 635 participants.

Program 3B: Discouraging Conversion to Market Rate Units

Program Description: As indicated previously in this element (Housing Needs - Affordability), a total of 171 affordable housing units face the possibility of being converted to market rate units if property owners choose to prepay Federal housing

loans or not to renew Section 8 contracts. The purpose of this program, or policy, is to encourage present owners or new owners to maintain the units as affordable units. The City will work with existing property owners to use CDBG funds for refinancing units to maintain affordability. The units will also be placed atop the Section 8 priority list. If the units are offered for sale, the City may contact private housing organizations, both for-profit and non-profit, to alert such organizations to the sale. If property improvements are required to comply with Federal regulations, the City will expedite improvement plans for new owners of the affordable units.

The City recognizes that HUD is working closely with owners of these properties to maintain the affordable status of the units. The City will cooperate with HUD as necessary to prevent conversion to market rate units.

At this point the City notes that significant new State legislation becomes effective January 1, 1992, requiring cities to address in detail the potential conversion of existing assisted housing developments to non-low-income units during the next ten years. El Monte is currently researching which units will be affected by conversion and is examining ways in which the City may be able to assist in maintaining these units as affordable housing. This information and related new programs will be described in an amendment to this Element scheduled for late 1991.

Program Goals: The City will attempt to locate buyers willing to maintain all three identified affordable unit developments as affordable housing. The City will actively negotiate with the owners of the Cherry Lee Apartments to maintain unit affordability through the use of CDBG funds and other funding sources.

Program 3C: Mobile Home Park Assistance

Program Description: The State offers a program which provides financial and technical assistance to mobile home park residents who wish to purchase their parks for resident ownership. The State program requires the City or other local government entity to support such projects as co-applicant with the mobile home park residents' organization. The City will cooperate with mobile home residents wishing to apply for the State loans.

Program Goals: At least one mobile home park residents' organization will be assisted.

Program 3D: Mobile Home Grants

Program Description: The City provides grants to elderly, low to moderate income mobile home residents to allow such households to make necessary repairs. This program helps maintain a relatively inexpensive form of housing in good condition and assists the elderly, a defined "special needs" group.

Program Goals: Existing grant programs will be continued. The City will assist approximately 100 units.

Program 3E: Density Bonus Incentives

Program Description: As described under Program 2A, density bonuses may be granted for projects providing some housing for lower and low income and senior citizen households. Overall per unit costs for both rental and for-sale properties can be reduced if a developer is permitted to construct additional units on a property.

Program Goals: As described above, the City anticipates at least one project per year will use the density bonus program. However, the City will accommodate any proposal for density bonus which meets State requirements for providing affordable housing. Program 2A indicates that a density bonus will be granted to the 500-unit senior citizens housing project proposed west of Tyler Avenue and north of Iris Lane. In the next five years, at least 100 additional units for lower income and special needs households may be provided through density bonuses.

Program 3F: Reduced Fees and Priority Processing for Affordable Housing Projects

Program Description: Fees charged to developers for project processing, infrastructure improvements, and special exactions (for example, school impact fees or parkland in-lieu fees) can add significantly to the cost of a project. To reduce such costs for organizations developing housing for low-income and other special needs groups, the City will reduce processing and review fees and will investigate ways other fees can be cut back to lower housing development costs. Also, affordable housing projects will be given priority in the project review process to reduce the time required to have a project approved.

Program Goals: The number of projects assisted by this program will depend upon the number of applications submitted. The City will establish a separate fee schedule for affordable housing projects.

Program 3G: First-Time Homebuyer Loans

Program Description: The City is committed during 1991-92 fiscal year to conducting a community credit needs assessment in coordination with local banks under the financial credit information reporting program known as the Community Reinvestment Act. The credit needs assessment effort will focus on establishing a first-time homebuyers so-called "soft-second" mortgage financing program with participating banks.

Under such a program, the City, through the El Monte Community Redevelopment Agency, will make low interest subordinated purchase money mortgage loans to qualifying first-time buyers where the purchase price of the dwelling does not exceed 120 percent of the median sale price for existing dwellings in the community. The maximum principal amount of each "soft-second" mortgage loan is not presently anticipated to exceed \$20,000 per dwelling unit, as financed. Under such a program, the qualifying first-time standard homebuyers could, in essence, satisfy a substantial portion of the loan-to-equity ratio requirements of the participating bank with the proceeds of the City-funded soft second.

The homebuyer would be required, as a condition of participating in such a program, to remit a percentage of any equity appreciation realized upon sale or refinancing of the home with the Community Redevelopment Agency housing program. Other standard affordable housing use and occupancy covenants would also be applicable during the term of the soft-second mortgage.

The City program will be funded initially by certain available Redevelopment funds, as deposited each year into the Low and Moderate Income Housing Fund of the El Monte Center Redevelopment Project Amendment No. 1, subject to the senior debt service requirements of such housing fund (500-unit affordable senior City rental housing project).

Program Goals: The City anticipates as much as \$100,000 of such funds may be available to the Agency (in excess of senior debt service covenants for the 500-unit senior citizen rental

project) by the 1992-93 fiscal year to fund this soft-second mortgage loan program for first-class homebuyers. These funds will be further leveraged each year with program income and refinancing of outstanding soft-second mortgage loans.

PROGRAM STRATEGY #4: MEETING THE NEEDS OF SPECIAL NEEDS GROUPS

Housing programs aimed at special needs groups overlap programs designed to meet the needs of low and moderate income households. This results from the fact that the elderly, handicapped, and large families often fall with these income categories. In addition to the programs described above for dealing with the issues of housing maintenance and housing affordability, the following programs are planned for special needs groups.

Program 4A: Senior Citizen Housing

Program Description: The City's zoning regulations also establish a zone designation specifically for senior citizen housing projects. Density up to the R-4 density is permitted. Standards for minimum unit size and parking are relaxed to allow for more affordable units. Development standards require the provision of such items as wider doors for wheelchairs, grab bars, and ramps to meet the special needs of the elderly.

Senior citizen housing projects may either be funded via Federal Section 8 or Section 202 sources obtained by a private, non-profit developer (if the units are designated for lower income seniors), or a developer may choose to construct market rate units utilizing the senior citizen housing development standards.

Program Goals: The City anticipates provision of 200 units for lower income elderly households in the next five years. With regard to development of market rate plus affordable units, the City will encourage development of at least 500 within the next five years.

Program 4B: Transitional Housing for Homeless

Program Description: The City's zoning regulations currently do not provide for transitional housing uses. Although boarding and

rooming houses are permitted in all zones either by right or subject to conditional use permit review, the uses typically are not operated to meet the direct needs of the homeless. To better accommodate homeless needs, the City will establish new zoning regulations which will permit transitional housing in commercial and multiple-family zones subject to discretionary permit review. Transitional housing will be defined to be temporary housing which may be wholly or partly subsidized by the operators of the facility.

Program Goals: Zoning regulations will be amended by early 1992 to establish regulations for transitional housing.

Program 4C: Other Homeless Assistance

Program Description: The El Monte/South El Monte Human Resources Agency is a non-profit organization which provides assistance to the homeless and other persons in need. City staff works with the Agency to identify persons requiring assistance and to allocate available assistance funds. The City has the responsibility of ensuring Agency operations comply with rules established by the Federal Department of Housing and Urban Development (HUD) for the use of HUD funds.

The Agency has received a \$30,000 HUD grant to be applied toward homeless programs in the City. The City will monitor the use of the grant to ensure the Agency complies with HUD regulations and to ensure funds are expended in the most beneficial manner.

Program Goals: City staff will work with the Agency to ensure grant monies are spent appropriately. Funds will be spent primarily for homeless prevention (paying rent for families threatened with eviction) and for assisting homeless families and individuals with first month rent and security deposits for housing.

PROGRAM STRATEGY # 5: EQUAL ACCESS TO HOUSING

State law requires jurisdictions to ensure equal opportunity in the housing market. The City had adopted a Fair Housing Plan to further State fair housing goals.

Program 5A: Fair Housing Plan

Program Description: The Community Development Department implements the Fair Housing Plan through a variety of educational and counseling programs. The Housing Division offers such services as counseling and referrals for instances of housing discrimination, education sessions for community groups, and home finder assistance. Referrals are made to the Fair Housing Council of the San Gabriel Valley which the City helps support financially.

Program Goals: Implementation of the Fair Housing Plan will continue over the five-year period of this Housing Element. The City will continue to contract with and support the Fair Housing Council of the San Gabriel Valley.

PROGRAM STRATEGY #6: ENERGY CONSERVATION

From the viewpoint of the Housing Element, the purpose of energy conservation programs is to reduce heating and cooling costs for households on fixed or low incomes. Overall housing costs may thereby be reduced.

Program 6A: System Retrofitting

Program Description: In the course of inspecting properties for the City's property rehabilitation programs, if City staff identifies a need for assistance with energy system retrofitting, the City will refer residents to the East San Gabriel Valley Consortium, assuming the applicant meets income requirements. The Consortium is a non-profit organization which will provide insulation, water heater jackets, and the like to needy households. Efforts are focused on assisting the elderly and families qualifying for federal aid.

The City always requires weatherization improvements to be completed as part of the rehabilitation performed under the City's grant and loan programs.

Program Goals: The City will continue to refer residents to the East San Gabriel Valley Consortium on a case-by-case basis. Also, the City will continue to require weatherization and related improvements to be completed in residences being rehabilitated under the grant and loan programs.

PROGRAM RESPONSE TO PAST EXPERIENCE

The first part of this Housing Plan section identifies previous City housing goals (1983-1988) and discusses the extent to which goals were achieved. Rental assistance goals achieved the highest success (90 percent of goal attained), with new construction goals realizing the lowest rate of achievement (30 percent). With regard to participation in rehabilitation grant and loan programs, the City achieved 58 percent of the goal.

The housing programs and goals set forth in this Housing Element update have been developed to respond to identified weaknesses in past goal achievement. Goals for units participating in rehabilitation programs are more realistic, reflecting available funding sources. Also, a new program (Program 1C) has been added to assist additional units, and the City plans to inform more people about all grant and loan programs by providing information packets with code violation citations (Program 1B). To encourage increased new unit construction, the City has established density bonus incentives (Program 2A) and mixed use land use provisions (Program 2C).

At this time the City does not propose strong programs to use redevelopment residential set-aside funds for housing construction. The reasons are threefold: 1) three redevelopment project areas are exempt from set-aside requirements due to debt obligations (pursuant to Section 33334.6(d) of California Redevelopment Law); 2) three projects currently have no tax increment flow; and 3) one project received no tax increment per agreement with Los Angeles County. Once debt obligations are met and an improved economy generates tax increment dollars, the City will reassess its programs and allocate redevelopment funds.

FIVE-YEAR ACTION PLAN

State law requires housing elements to set forth a five-year schedule of actions for the local government to undertake to implement the policies and achieve the goals outlined in the element. In order to clearly outline the schedule of actions for each program described above, the following Five-Year Action Plan matrix has been prepared to summarize the objectives of each program, the five-year projections, funding source, responsible agency, and implementation time frame.

**TABLE H-5
CITY OF EL MONTE
FIVE-YEAR ACTION PLAN**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 YEAR GOALS	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
1. Maintenance and Upgrading					
1A. Rehabilitation Loans and Grants	Maintain quality of existing housing stock, especially for very low and low income households.	Rehab Loans - 150 units Rehab Grants - 150 units Rental Rehab - 80 units	HUD-CDBG	Planning and Community Development Department	Within 5 years
1B. Code Enforcement	Bring substandard units into compliance with City codes.		City General Fund	Building Department	Ongoing
1C. DPRLP	Assist low and moderate income households with unit maintenance.	Up to 50 units	State loans	Planning and Community Development Department	Ongoing
1D. Property Inspection	Bring units into compliance with codes at the time of transfer of ownership.	2,000 units	City General Fund; Fees	Building Department	Ongoing

**TABLE H-5
CITY OF EL MONTE
FIVE YEAR ACTION PLAN
(Continued)**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 YEAR GOALS	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
2. New Unit Construction					
2A. Density Bonus Incentives	Provide incentives for the construction of housing for low- and moderate-income households.	100 units	None necessary	Planning and Community Development Department	Ongoing
2B. Land Assemblage and Write-Downs	Assemble properties and extend write-down grants to non-profit developers to increase supply of affordable housing.	80 units	HUD-CDBG; Redevelopment set-aside	Planning and Community Development Department	Ongoing
2C. Mixed Use Development	Allow residential projects to be constructed within commercial districts.	Encourage developer participation	None necessary	Planning and Community Development Department	Ongoing

TABLE H-5
CITY OF EL MONTE
FIVE YEAR ACTION PLAN
(Continued)

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 YEAR GOALS	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
3. Affordable Housing					
3A. Section 8 Rental Assistance/ Vouchers	Extend rental sub-subsidies to low and moderate income households.	635 units	HUD Section 8	Planning and Community Development Department	Within 5 years
3B. Prevent Conversion to Market Rate	Maintain existing affordable housing units.	3 projects	HUD, CDBG, Redevelopment set-aside, bonds	HUD, Planning and Community Development Department	By 1993
3C. Mobile Home Park Assistance	Maintain mobile home parks and affordable units.	At least one park	CDBG, Redevelopment set-aside, bonds	Planning and Community Development Department	Ongoing
3D. Mobile Home Grants	Maintain condition of mobile homes occupied by low- to moderate-income seniors.	100 units	CDBG	Planning and Community Development Department	Ongoing
3E. Density Bonus Incentives	Provide incentives for construction of housing for low- and moderate-income households.	100 units	None necessary	Planning and Community Development Department	Ongoing

**TABLE H-5
CITY OF EL MONTE
FIVE YEAR ACTION PLAN
(Continued)**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 YEAR GOALS	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
3F. Reduced Fees for Affordable Housing Projects	Reduce processing fees for affordable housing projects, reduce overall housing costs.	Case-by-case basis	General Fund	Planning and Community Development Department	Ongoing
4. Special Needs Groups			None		
4A. Senior Citizen Housing	Provide opportunities for development of housing to meet the special needs of the elderly.	Affordable Units - 200 Market Rate - 300		Planning and Community Development Department	Within 5 years
4B. Temporary and Transitional Housing for Homeless	Accommodate proposals for temporary and transitional housing.	Amend zoning regulations	None necessary	Planning and Community Development	By early 1990
4C. Other Homeless Assistance	Prudent allocation of HUD grant funds for homeless needs.	Expenditure of \$30,000 grant	HUD	Planning and Community Development Department	Within 2 years

**TABLE H-5
CITY OF EL MONTE
FIVE YEAR ACTION PLAN
(Continued)**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5 YEAR GOALS	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
5. Equal Access to Housing 5A. Fair Housing Plan	Provide all City residents equal access to all types of housing. Contract with Fair Housing Council of San Gabriel Valley (or similar agency) for counseling services.	Continue to implement plan	General Fund, CDBG	Planning and Community Development Department	Ongoing
6. Energy Conservation 6A. System Retrofitting	Reduce overall housing costs. Refer residents to East San Gabriel Valley Consortium.	Case-by-case basis.	CDBG	Planning and Community Development Department	Ongoing

**TABLE H-5
CITY OF EL MONTE
FIVE YEAR ACTION PLAN
(Continued)**

Rehabilitated Units Assisted	530
Rehabilitated Units (Total)	2,000
Rental Assitance (# of Units)	635
Units Constructed	2,282 (Total)
Through Density Bonus	100
Through Set-Aside	80
Senior Housing	500
Units Conserved	27,500

EL MONTE

GENERAL PLAN

**OPEN SPACE AND
CONSERVATION ELEMENT**

**CITY OF EL MONTE
GENERAL PLAN**

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INTRODUCTION TO THE OPEN SPACE AND CONSERVATION ELEMENT

The Open Space and Conservation Element addresses the planning and management of the City's open space areas and natural resources for the long-term benefit of the community. This element combines two required general plan elements - the Open Space Element and the Conservation Element.

OPEN SPACE AND CONSERVATION ISSUES

The State General Plan Guidelines define open space as "any parcel or area of land or water which is essentially unimproved and devoted to an open space use." An "open space use" may be a public park, a river trail, a gravel pit used for mineral extraction, agricultural lands, a wildlife park, or a major utility corridor. Areas which are unsuitable for development due to the presence of natural hazards (for example, a flood zone, earthquake fault zone, or area with unstable soil) may also be considered open space.

Open space and conservation issues are closely related. Open space lands are oftentimes established to conserve and protect resources such as gravel pits, groundwater recharge areas, or valuable forest lands. According to the State General Plan Guidelines, the purpose of the Conservation Element is to identify all natural resources in a community and to develop policies and programs for the conservation, development, and use of those resources.

El Monte lies in a highly urbanized area where very little open space exists in the form of natural resource areas. Also, no natural hazards constrain development anywhere in the City. Open space and conservation issues of concern for long-range planning purposes are limited to public parks, flood control/water recharge facilities, and air resources.

SCOPE AND CONTENT OF THIS ELEMENT

This element has been divided into three subsequent sections to address open space and conservation issues. The first following section describes existing City park resources and groundwater recharge areas as of 1989. Air quality issues are also addressed. The second section outlines the City's open space goals and policies. The final section discusses implementation strategies for the maintenance and development of parks and the protection of groundwater recharge areas and air quality.

RELATED PLANS AND PROGRAMS

Regional planning efforts to expand recreational opportunities and to protect natural resources have resulted in the preparation of several multi-jurisdictional plans applicable to El Monte. Plans and programs related to open space and conservation issues include the following.

County of Los Angeles Parks Master Plan: The Los Angeles County General Plan contains a County parks component which describes master planning efforts for the Countywide park and trails systems. County facilities are intended to serve all County residents. No County parks exist or are planned within the El Monte corporate limits, but the County does maintain all-purpose riding/hiking trails along the Rio Hondo and San Gabriel River channels. The County's master plan calls for the continued operation of these trails. The County also maintains the Peck Road Conservation Park, a 40-acre regional park located immediately north of the City, in the City of Arcadia. El Monte residents also make use of the County parks at the Santa Fe Dam north along the San Gabriel River Trail and the Whittier Narrows Recreation area south along the San Gabriel River Trail.

California Environmental Quality Act Law and Guidelines: The California Environmental Quality Act, or CEQA, was adopted by the State legislature in 1970 in response to public demand that the environmental consequences of a project be known prior to project initiation. CEQA provides for broad-based environmental review of many types of projects. Decision

makers use the findings presented in environmental review documents (usually environmental impact reports or negative declarations) to assess project impacts and to recommend mitigation measures to protect environmental resources. CEQA will continue to be instrumental in ensuring that adequate environmental review occurs for projects in El Monte.

Air Quality Management Plan: The South Coast Air Quality Management District (SCAQMD), the regional agency responsible for regulating pollutant emissions in the South Coast Air Basin, has adopted an *Air Quality Management Plan* (AQMP) pursuant to the requirements of the Federal Clean Air Act. The plan establishes regulatory programs designed to reduce pollutant emissions from both stationary sources (industry, commercial businesses) and mobile sources (cars, trucks, construction vehicles). This plan, which is periodically updated to include new strategies and programs which reflect technological improvements and lifestyle changes, is aimed at improving regional air quality.

Two other regional plans have been prepared jointly by the AQMD and the Southern California Association of Governments (SCAG) as a means of implementing key programs outlined in the AQMP. These plans are the *1989 Regional Mobility Plan* and the *1989 Regional Growth Management Plan*.

ISSUES IDENTIFICATION

As described in the Introduction, open space and conservation issues are limited to public parks, flood control/groundwater recharge areas, and air quality.

PUBLIC PARKS

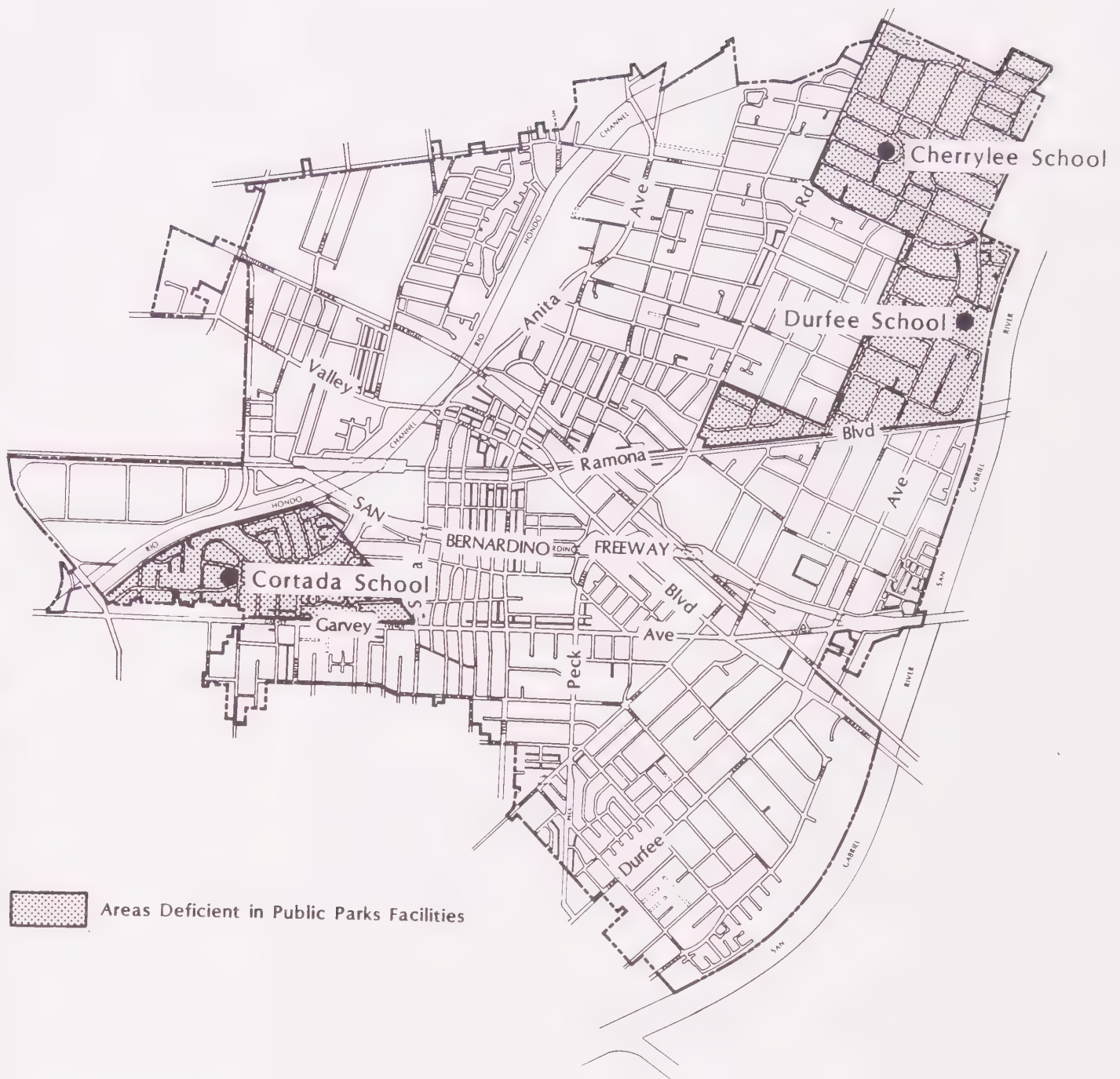
Park management responsibilities in El Monte lie with the Parks and Recreation Department, which also oversees recreation programs. The Department's jurisdiction covers eight City parks which encompass a total of 47 acres. In addition, joint use agreements between the City and various school districts allow for the use of school grounds for City recreation programs. School grounds furnish an additional 161 acres of playing fields and playgrounds for City residents.

In 1989, the City adopted a Quimby Act ordinance which enables the City to collect fees for new park land acquisition. Residential developers are required to donate public park land or pay in-lieu fees to allow the City to provide adequate park facilities for new residents. As a standard, the City has established a ratio of 2.0 acres of public park land per 1,000 residents.

The City includes in the park land acreage calculation the joint use school grounds. Therefore, in 1990 El Monte had a total of 207 acres of park land to serve 106,209 people, which represents a ratio of park land to 1,000 residents of 1.95 acres, below the standard of 2.0 acres per 1,000 population.

The City recognizes that park acreage is inadequate to serve a growing population and further recognizes that some residential neighborhoods are ill served in terms of park location. A park needs assessment performed in 1987 identified three neighborhoods lacking adequate access to City parks. These areas are as follows (Figure OSC-1):

- The area surrounding Cortada School enclosed by Santa Anita Avenue on the east, Garvey Avenue on the south, and the Rio Hondo Channel on the north and west;



SOURCE: El Monte Parks and Recreation Commission, 1987

0 2000
 North scale in feet

EL MONTE GENERAL PLAN

Figure OSC-1
 Areas Deficient in Park Facilities
 Open Space and Conservation Element

- The Cherrylee School area bounded by a rock quarry and industrial area in the City of Arcadia to the east and north, Peck Road on the west, and Lower Azusa Road on the south; and
- The Durfee School area surrounded by the San Gabriel River on the east, Cogswell Road on the west, Ramona Boulevard on the south, and Lower Azusa Road on the north.

As residential redevelopment occurs Citywide into the next century, the City will be pressed to meet park needs in these park-deficient neighborhoods and to provide an adequate supply of park land throughout the City. The City is virtually built out, with no vacant land available for parks. Land which does become available through private redevelopment efforts is priced for residential development and cannot be readily acquired by the City. The challenges facing the City in providing residents ready access to park facilities revolve around finding land for the parks and allocating adequate funds for new park land acquisition.

GROUNDWATER RESOURCES

The County of Los Angeles Public Works Department, Flood Control Division operates a comprehensive, Countywide flood control system which makes use of channelized rivers and flood basins for large scale flood control. The Rio Hondo and San Gabriel River channels which pass through and around El Monte comprise part of the system. No flood basins exist in the City.

In addition to providing flood protection, the river channels offer means to convey water which recharges the vast groundwater basins underlying the San Gabriel Valley. The channels connect to spreading basins which provide areas for water to percolate into and replenish the groundwater resources upon which many cities throughout the valley, including El Monte, rely.

The County Flood Control Division manages flood control and groundwater recharge facilities in the City. Once water

percolates into the underlying groundwater basins, no single agency water is responsible for monitoring groundwater quality and ensuring compliance with quality standards. Drinking water standards are established by State and Federal statutes. Both the State Department of Health Services and Regional Water Quality Control Boards enforce the standards by requiring purveyors of domestic water supplies to test and report water quality conditions.

The City shares the responsibility of preventing resource degradation from pollutant-bearing urban run-off. As described in the Open Space and Conservation Element Technical Report, pollutant problems have been encountered in the basin. Trichloroethylene (TCE) and perchloroethylene (PCE) represent pollutants which have been found in excessive concentrations in the basin. These pollutants come from industrial sources, including businesses similar to those operating in the City.

AIR QUALITY

El Monte lies in the South Coast Air Basin (SCAB), a region known to have consistently poor air quality. Air quality conditions in the basin are a function of naturally-occurring inversion conditions aggravated by excessively high pollutant emissions. The Open Space and Conservation Element Technical Report contains a complete discussion of air pollution causes, effects, and conditions in the SCAB.

Several Federal and State laws have been passed mandating control of pollution sources toward the end of preventing further degradation of air quality and where feasible, actually improving the quality of the air we breathe. The agency in the SCAB empowered to carry out programs to enforce these laws is the SCAQMD.

As a means of implementing the State and Federal mandates, the SCAQMD has adopted the *South Coast Air Quality Management Plan*, referred to as the AQMP. The AQMP outlines in great detail the programs and regulations which will be implemented to ensure compliance with State and national ambient air quality standards. Since El Monte lies within the

jurisdiction of the SCAQMD, the City and businesses in the City will be required to comply with the provisions of the AQMP.

Many of the AQMP programs focus on reducing vehicle trips within the SCAB since motor vehicle exhaust accounts for over 80 percent of the pollutant load. Trip reduction strategies include managing growth throughout the region, achieving better jobs/housing balances in subregions, and encouraging use of alternative transportation modes. Because these issues relate to land use and circulation, appropriate policies to address these issues are contained in the Land Use and Circulation Elements of the General Plan. This element describes and summarizes the strategies El Monte can undertake to achieve air quality goals.

OPEN SPACE AND CONSERVATION ELEMENT GOALS AND POLICIES

Protection and enhancement of the City's recreational and natural resources are the foremost goals of this element. The following policy statements reinforce the City's resolve to provide residents with adequate park lands and to protect environmental resources.

ENHANCEMENT OF RECREATION FACILITIES

A well-planned public parks and trail system provides City residents with opportunities for both active and passive recreational pursuits. In a dense urban environment, such facilities serve as necessary open space features. The City intends to maintain its existing park resources and to increase accessibility to facilities.

GOAL 1.0 - Provide and maintain adequate open space areas within the City to ensure that recreational needs, both active and passive, are met.

Policy 1.1: Support Los Angeles County's efforts to maintain and expand the multi-use corridor concept along the Rio Hondo and San Gabriel River channels.

Implementation 1.1.1: Continue the program of acquiring small remnants of vacant land for the development of mini-parks adjacent to existing or future multi-use corridors.

Policy 1.2: Develop a long-range priority system for the development of specific open space areas that reflect the needs of neighborhoods as well as the entire City.

Policy 1.3: Increase the requirement for the provision of private recreational facilities within multi-family residential developments to supplement public facilities.

Policy 1.4: Develop and adopt land use regulations which protect existing public open space from encroachment or conversion to other uses.

Implementation 1.4.1: Continue to apply the F-Recreation Overlay zone district to City and County park areas.

GOAL 2.0 - Maintain a City park system and recreation program which meets the diverse recreation needs of the community.

Policy 2.1: Continue to provide a minimum of 2.0 acres of park land for every 1,000 residents.

Implementation 2.1.1: Collect Quimby fees from new residential developments to ensure funds are available to finance park land acquisition.

Policy 2.2: Place priority on providing additional park space wherever possible, but most importantly, in those areas of the City identified as being deficient.

Policy 2.3: Achieve an adequate distribution of recreational uses throughout the community.

Policy 2.4: Continue to support the joint use of school grounds and facilities for City recreation purposes.

Policy 2.5: Develop a system of bikeways to provide safe access to and thereby link both local and regional recreation areas.

GOAL 3.0 - Encourage City participation with regional and neighboring local governmental agencies in maximizing regional open space and recreational opportunities.

Policy 3.1: Cooperate with all levels of government in seeking to preserve, develop, beautify, and expand regional open space within and around the City.

PROTECTION OF ENVIRONMENTAL RESOURCES

The community and entire Southern California region depend upon reliable sources of clean water and air to protect public health. Through land use controls, the City can do its part to ensure groundwater recharge areas are protected. Participation in regional programs to improve air quality will demonstrate the City's willingness to help improve the environment for the long-term health of the community.

GOAL 4.0 - Protect the quality of water in the City's underground water basin.

Policy 4.1: Maintain groundwater recharge and flood control facilities as open space areas.

Policy 4.2: Cooperate with County efforts to prevent industrial runoff from entering the groundwater basin.

Policy 4.3: Support the efforts of the Upper San Gabriel Valley Municipal Water District and other agencies to use reclaimed water to recharge the groundwater basin and as landscape irrigation.

GOAL 5.0 - Prevent degradation of regional air quality.

Policy 5.1: Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their efforts to implement provisions of the region's *Air Quality Management Plan*, as amended.

Implementation 5.1.1: Adopt a Transportation Systems Management Plan ordinance for City employees.

Implementation 5.1.2: The City may consider an ordinance to prohibit peak hour truck trips. Any such ordinance would be developed in conjunction with the Chamber of Commerce.

Policy 5.2: Continue to cooperate with the Rapid Transit District and other responsible transit agencies in the operation of regional transit systems.

Policy 5.3: Implement Citywide traffic flow improvements outlined in the Circulation Element.

Policy 5.4: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.

RELATED GOALS AND POLICIES

A number of goals and policies in the remaining elements also address the issues identified in the Open Space and Conservation Element. Table OSC-1, the Open Space and Conservation Element Consistency Matrix, identifies those goals and policies contained in the other elements that address the major issue areas discussed in this element.

**TABLE OSC-1
OPEN SPACE AND CONSERVATION ELEMENT
POLICY MATRIX**

ISSUE AREA	LAND USE	HOUSING	CIRCULATION	SAFETY	NOISE
Provide Adequate Open Space	1.0, 2.0, 6.0		1.7		
Meet Diverse Recreation Needs	6.1				
Maximize Regional Recreation Opportunities	6.1				
Protect Groundwater Resources	5.3				
Prevent Air Quality Degradation	5.3		2.0		

This matrix illustrates the internal consistency of the General Plan by indicating which goals and policies contained in the other five elements reinforce Open Space and Conservation Element goals and policies.

OPEN SPACE AND CONSERVATION PLAN

The Open Space and Conservation Element covers three separate issues - parks, groundwater resource protection, and air quality. In order to focus policy discussion and implementation programs on each of these specific issues, the Open Space and Conservation Plan is divided into three "mini-plans" - a Parks Plan, a Groundwater Resource Protection Plan, and an Air Quality Plan.

PARKS PLAN

This section of the element establishes long-range strategies and standards for the maintenance of existing park facilities and the development of new parks in El Monte. The focus of the City's park planning efforts will be as follows:

- Continue to rely on joint use agreements with the school districts to supplement the City's recreation facilities;
- Provide parks in those areas identified as park deficient through joint use parks/schools and with mini-parks. The Parks and Recreation Department is interested in developing a park near Cherrylane School; and
- Use Quimby ordinance funds to acquire park land and to upgrade existing park and recreation facilities, including those shared with the school districts.

PARK STANDARDS

As a minimum standard, the City will maintain a ratio of 2.0 acres of park land per 1,000 population. The park acreage calculation will include all types of parks, as described below, as well as the school grounds covered by joint use agreements.

PARK TYPES

Parks can be categorized by location, spatial requirements, and the facilities provided. Parks and recreation facilities in El Monte fall into one of five categories as follows: mini-parks, neighborhood parks, community parks, joint use parks, and special facilities. Park categories are summarized in Table OSC-2 and described in the following paragraphs.

Mini-Parks: Mini-parks, sometimes called pocket parks, occupy less than one acre of land and are designed to serve a very local population. Due to the size of the park, facilities are limited to small playgrounds and/or picnic areas.

Neighborhood Parks: As their name implies, neighborhood parks are intended to serve a local neighborhood population, typically within a one-half mile radius from the park. Recreational facilities provided generally include a playground, small play fields, basketball and/or handball courts, and picnic areas. Neighborhood park size ranges from one to six acres.

Community Parks: Community parks contain a variety of active and passive recreational facilities designed to serve the community at large. Such parks encompass more than six acres and offer community residents large play fields for competitive sports, ball courts, playgrounds, picnic areas, and specialized facilities like community buildings, gymnasiums, or amphitheaters.

Joint Use Parks: As described above, El Monte maintains strong joint use agreements with the various school districts serving the City to allow for the use of school grounds and buildings for City recreation programs. Reciprocally, the schools may use City facilities for school purposes. To allow for more efficient use of City and school land, City and school facilities may be established adjacent to one another to share athletic fields and playgrounds.

Special Facilities: The Special Facilities category includes City recreation and service buildings such as senior citizen centers. These facilities may be located at a City park site or may be freestanding. Special facilities can be designed to serve a neighborhood or the community at large.

PARK AND RECREATION FACILITIES NEEDS

As of 1991, El Monte had a total of two mini-parks, four neighborhood parks, three community parks, two freestanding special facilities - the El Monte Community Center, and the El Monte Historical Society Museum. In addition, the City counted 24 schools with which it maintained joint use agreements for shared use. Table OSC-2 inventories these facilities, and Figure OSC-2 indicates the locations.

As described in the Issues Identification section, in 1990 the City provided 1.95 acres of park land per 1,000 population. However,

Park Facility	Acreage	Community Building	Restrooms	Playground	Baseball Field	Picnic Shelter	Picnic Tables	Wading Pool	Basketball Courts	Gym	Horseshoe Pits	BBQs	Band Shell	Bike Trail Access	Amphitheatre	Swimming Pool	Parking Lot
Mini-Parks																	
Baldwin	0.5		E	E		E		P			E						
Neighborhood Parks																	
Arceo	3.4		E	E		E	E	E			E	E	E				
Fletcher	2.9		E	E		E	E		E			E		E			E
Rio Vista	1.5		E	E			E					E					
Zamora	5.2	E	E	E		E	E	E	E			E					
Community Parks																	
Lambert	9.3	E	E	E	E	E	E	E		E	E	E					E
Mountain View	10.1	E	E	E	E	E	E	E	E			E					E
Pioneer	8.9	E	E	E	E	P	E					E		E	E		E
Joint Use Schools	161.0																
Special Facilities																	
Valley Mall Plaza	0.5																
El Monte Community Center	4.9	E	E												E		E
Santa Fe Trail Historical Park	2.0																
TOTAL ACRES	210.5																

E - Existing Facility P - Proposed Facility



EL MONTE GENERAL PLAN

Table OSC-2
Park Facilities Inventory
Open Space and Conservation Element



Note: See Table OSC-2 for classification of parks.

0 2000
 scale in feet
 North

EL MONTE GENERAL PLAN

Figure OSC-2
 Master Parks Plan

the Land Use and Housing Elements indicate that the City's population is expected to increase to 111,878 at build-out. If no increase in park land occurs over time, the ratio will continue to decline to under 1.95 acres per 1,000 population. Park and recreation resources are expected to become inadequate to serve the growing population, especially in those neighborhood identified in Figure OSC-1 as park deficient.

New Neighborhood Parks: In recognition of anticipated future demand for additional park land, the City has identified three target neighborhoods to locate new park and recreation facilities. These neighborhoods, highlighted on Figure OSC-1 and described in the Issues Identification section of this element, currently do not have ready access to existing City facilities and therefore are targeted for new neighborhood parks as land and City resources become available. Quimby funds will be used to acquire properties as residential recycling occurs in the neighborhoods. To the greatest extent possible, park sites will be developed in conjunction with school properties to allow for more efficient use of land.

Existing Facilities Rehabilitation: In addition to using Quimby funds for new park land acquisition, the City will earmark portions of fund reserves for rehabilitation of existing parks and recreation facilities. Needed improvements and allocated funds will be identified in five-year capital improvement plans prepared by the Parks and Recreation Department.

Mini-Parks in Planned Developments: The City's zoning code contains provisions for Planned Developments, or PDs. PDs are intended to allow for a more efficient use of land and a greater proportion of open space than is provided in typical residential developments. Condominiums and townhomes are examples of PDs.

PDs offer opportunities for provision of common play area and other recreation facilities for PD residents. If adequate private facilities are available, pressure may be relieved on public recreation resources. In an effort to increase the amount of open space and active recreation areas provided in PDs, the City will develop definitive standards for open space in PDs. Usable common outdoor open space requirements will include improvements at a level comparable to a mini-park.

RECREATION TRAILS

The County of Los Angeles maintains a Countywide system of hiking and riding trails available for general public use. Two such trails pass through or adjacent to El Monte - the Rio Hondo Trail and San Gabriel River Trail. The City provides access to the Rio Hondo facility at Fletcher Park, Rio Vista Park, and Pioneer Park.

In recognition of this recreation resource and the benefits it provides the community and the region as a whole, the City will continue to cooperate with the County to maintain these accesses. Any new parks or other City properties developed adjacent to trail routes will incorporate trail access and public parking facilities.

GROUNDWATER RESOURCE PROTECTION PLAN

The City does not maintain any groundwater recharge facilities. Also, the municipal water agency does not service the entire City. Consequently, the City does not have direct control over groundwater quality and water supplied to City residents. Those water agencies withdrawing resources from the underlying basin must ensure that water delivered to customers meets Federal and State water quality standards. Regional agencies in turn are responsible for monitoring groundwater conditions at a regional level and ensuring that widespread quality problems do not arise.

The City's role in protecting groundwater resources is limited to: 1) ensuring that recharge areas are protected via land use regulations; 2) watching for illegal discharge into surface waters which feed groundwater basins; and 3) preventing hazardous materials from leaching through soils into groundwater supplies.

The El Monte General Plan Land Use Policy Map designates the Rio Hondo Channel as "Public/Facilities," recognizing the importance of this facility not only for flood control purposes but also as a part of a larger groundwater recharge program.

To protect underlying basins from potential contamination due to leachates, the City will cooperate with County, State, and Federal agencies' efforts to enforce clean water regulations. Cooperation may include:

- Withholding issuance of grading and building permits until proper site clean-up has occurred;
- Requiring proof from commercial and industrial businesses that relevant hazardous materials permits have been obtained prior to issuance of business licenses;
- Assisting agencies with investigations involving allegations of illegal discharges; and
- Performing thorough environmental review of development proposals to establish businesses involving the use, manufacture, or transport of hazardous substances.

AIR QUALITY PLAN

Protection of air quality resources is a regional concern requiring the direction of a regional agency. As described in the Issues Identification section of this element, the SCAQMD is charged with this responsibility in the South Coast Air Basin. Through the *Air Quality Management Plan* and SCAQMD's *Rules and Regulations*, the agency establishes and implements programs to reduce pollutant emissions in the air basin and to work toward improving air quality.

AQMP REQUIREMENTS

The AQMP specifically calls for local jurisdictions to do their part in reducing pollutant emissions from indirect sources. Indirect sources, as defined by the Federal Clean Air Act, include any building, development, or road project which attracts mobile sources of pollution (cars, trucks, trains). This definition covers parking lots and parking garages as well. The AQMP recognizes that responsibility for controlling direct pollution sources (for example, industrial plant emissions and auto tailpipe emissions) lies primarily with regional, State, and Federal agencies. However, local jurisdictions, through land use and circulation system controls, can play a big role in reducing emissions from indirect sources.

CITY POLICIES

In order to implement programs outlined in the AQMP, the City will forward the goals and policies related to air quality contained in this element and in the Land Use and Circulation Elements. City policies are aimed toward:

- Reducing overall vehicle trips by working toward jobs/housing balance goals outlined in SCAG's *Growth Management Plan*;
- Reducing vehicle trips within the City by providing for mixed land use districts, especially the Downtown Core category;

- Reducing automobile trips within the City by continuing and expanding the El Monte trolley service;
- Reducing traffic congestion, particularly peak hour congestion, through transportation systems management techniques (synchronized traffic signals, restriction of on-street parking during peak hours, etc.);
- Reducing peak hour traffic congestion by establishing flextime for City employees and allowing employees to telecommute where appropriate;
- Considering an ordinance to prohibit peak hour truck trips. Any such ordinance would be developed in conjunction with the Chamber of Commerce;
- Reviewing and revising as necessary the zoning ordinance parking regulations; and
- Cooperating with RTD, the California Department of Transportation, and other transportation agencies in the establishment of Park and Ride facilities.

EL MONTE

GENERAL PLAN

SAFETY ELEMENT

CITY OF EL MONTE GENERAL PLAN

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INTRODUCTION TO THE SAFETY ELEMENT

The urban environment contains many hazards which require special consideration and treatment in the land use planning process. The purpose of the Safety Element is to identify these hazards and to establish appropriate policy to minimize the exposure of El Monte residents to the hazards. An emphasis is placed on tying land use decisions to public safety concerns. The Safety Element also stresses the importance of emergency preparedness in reducing the risk of community upset in the event of a disaster.

SAFETY ISSUES

Safety hazards may be divided into two general categories -those which are present due to natural environmental conditions and those which result from the actions of man. In El Monte, natural environmental hazards of concern include:

- Earthquakes and their related effects (liquefaction, groundshaking); and
- Flooding due to dam failure or excessive storm runoff.

Man-made hazards affecting land use policy include:

- The production, use, and transportation of hazardous materials in urban areas;
- Urban fires;
- Abandoned landfills; and
- Aircraft traffic.

SCOPE AND CONTENT OF THIS ELEMENT

The Safety Element is divided into three subsequent sections. The "Issues Identification" section describes public safety concerns relevant to El Monte. The "Goals and Policies" section outlines City goals and policies aimed toward reducing the risks

posed by environmental and man-made hazards. The last section of this element contains a "Safety Plan." The Safety Plan builds upon the assessment of local hazards and the goals and policies to identify appropriate standards needed to ensure that adequate levels of emergency services are provided.

Certain technical descriptions of the hazards affecting El Monte are contained in the Safety Element Technical Report, which is bound under a separate cover.

RELATED PLANS AND PROGRAMS

In an effort to reduce the potential for disaster and the level of community upset in the event of a disaster, both City and County agencies have prepared hazard management and emergency preparedness plans which should be used in conjunction with this Safety Element. These plans identify known hazards, outline emergency response procedures, and indicate the responsibilities of public agencies and officials in emergency situations. The City's *Emergency Plan* and the County of Los Angeles *Hazardous Waste Management Plan* are examples of such plans that apply to the planning area.

Multi-Hazard Functional Plan: The City has prepared a Multi-Hazard Functional Plan which details planned responses in the event of emergency situations associated with natural disasters and technological incidents. The plan does not apply to day-to-day emergencies or the routine procedures used to respond to these emergencies. Rather, the plan's focus is directed toward large-scale disasters that will require extraordinary responses. The plan details the responsibilities of City personnel in the event of a disaster, describes the functioning of the Emergency Operations Center, and establishes a chain of command.

County of Los Angeles Hazardous Waste Management Plan: Increased use in recent years of hazardous materials in manufacturing processes, as well as in the home, has created new problems related to hazardous waste disposal. More waste is being generated, and fewer remote sites are available for waste treatment and disposal. In the interest of public safety, treatment and disposal sites should be distanced from urban centers in general and residential development in particular.

In response to these concerns and State legislation requiring that these issues be addressed by all jurisdictions (State Assembly Bill 2948), the Los Angeles County Department of Public Works, Waste Management Division, has coordinated preparation of the *Los Angeles County Hazardous Waste Management Plan*. The plan, which was adopted in November of 1989, contains policies and objectives as well as recommendations for hazardous waste minimization, recycling and reclaiming, treatment, and disposal. The plan identifies future hazardous waste treatment and disposal needs and establishes Countywide policy for waste treatment, transportation, and disposal. The plan also outlines criteria for choosing appropriate treatment and disposal sites. These criteria are discussed briefly in the "Safety Plan" section of this element.

ISSUES IDENTIFICATION

Environmental hazards can be generally grouped under two categories: those resulting from natural disaster and those resulting from the actions of man. Identification of these hazards facilitates effective disaster planning. This portion of the Safety Element identifies hazards affecting El Monte.

NATURAL HAZARDS

The natural hazards of concern to El Monte residents are limited to seismic and flooding hazards.

Seismic: No known or suspected earthquake faults traverse El Monte. However, the network of known and suspected faults which cuts across Southern California has the potential to cause great upset in El Monte and in the surrounding region. These fault systems are described in detail in the Safety Element Technical Report. Relevant information is summarized here.

The San Andreas Fault, which runs in a northwest-southeast direction approximately 40 miles east of El Monte, near San Bernardino, represents the largest major fault in Southern California. Geologic evidence suggests that the San Andreas Fault has a 50 percent chance of producing a major earthquake (7.5 to 8.5 Richter magnitude) within the next 30 years. An earthquake of this magnitude is comparable to the great San Francisco earthquake of 1906. Depending on the time of day, such an earthquake would cause between 3,000 and 13,000 fatalities in Southern California. The segment of the San Andreas Fault considered most capable of generating a large earthquake is that found between San Bernardino and Parkfield, the segment closest to El Monte.

The Whittier Narrows earthquake which occurred in October of 1987 revealed a broad system of blind thrust faults which also have the potential to impact El Monte. The October 1987 5.9 Richter magnitude temblor did not result in any surface rupture, but the southland experienced significant shaking, and unreinforced masonry buildings sustained substantial damage. Due to the recent discovery of this fault system, geologists have not been able to determine probable magnitude and recurrence intervals for earthquakes centered along this system.

Other fault zones potentially impacting El Monte include the Sierra Madre Fault System, the Raymond Hill Fault, and the Whittier Fault. Figure 1 in the Safety Element Technical Report indicates the location of the known faults and fault systems described above.

Geologic studies indicate that while El Monte would undergo noticeable groundshaking in the event of an earthquake, the City would not be exposed to such secondary seismic hazards such as landsliding and tsunami action. However, liquefaction is considered a potential problem in the southern section of the City.

Liquefaction is a phenomenon which occurs when water-laden, loose, cohesionless soils are subject to intense shaking, such as that produced by earthquakes. The soils lose structure and cannot support buildings. Building damage can result as foundations fail and uneven settling occurs. In El Monte, liquefaction hazards due to shallow groundwater exist in the areas shown on Figure S-1.

Flooding: In El Monte, potential flooding hazards may result from failure of a dam or the overflow of watercourses due to excessive and unusual storm run-off.

The Santa Fe Dam, which lies northeast of the City, impounds domestic water supplies in the Santa Fe Reservoir. This facility is operated by the U.S. Army Corps of Engineers. If the dam were to fail, the majority of El Monte would be inundated within 45 to 75 minutes (see Figure 2 in the Safety Element Technical Report). However, a flooding event of this nature is considered unlikely since limited quantities of water are stored in the Santa Fe Reservoir. Collected water is rapidly released in downstream spreading grounds. The level of flood risk due to dam failure is considered low.

According to the El Monte Public Works Department, the City's existing storm drain and pump facilities provide adequate service in times of excessive storm water flows. However, minor flooding has resulted from debris accumulation on storm drain grates, particularly at the Garvey Avenue underpass. This site is subject to flooding two or three times a year.



SOURCE: Envicom, 1975

0 2000
 cba ↑ North scale in feet

EL MONTE GENERAL PLAN

Figure S-1
 Liquefaction Hazard Area

MAN-MADE HAZARDS

The ongoing generation, use, and transportation of hazardous materials in El Monte, and throughout the entire Southern California region, present threats to the safety of the community. The potential for chemical spills, gas leaks, structural fires, and resource contamination results from the presence of industries within the City limits involved in the production and transportation of hazardous materials. Urban fires, abandoned landfill sites, and aircraft traffic represent other man-made hazards of concern to El Monte residents and businesses.

Hazardous Materials: According to the Los Angeles County *Hazardous Waste Management Plan*, a hazardous material or waste is considered to be "any material that has the potential to damage human health or the environment." Hazardous materials take many forms, from liquid chemicals and gases used or produced in manufacturing processes, to waste oil and solvents from commercial businesses, to cleaning solutions and paints used in the home.

The presence of hazardous materials in the urban environment constitutes an identifiable and real threat to public safety. Leaks or explosions have the potential to affect large segments of the population, although generally such accidents have only localized impact due to diligent efforts on the part of City and County agencies to control the use of these materials and to respond quickly to hazardous materials related accidents.

A more pressing concern with regard to hazardous materials is the treatment and disposal of hazardous wastes. As the growing population continues to produce waste material, the demand for appropriate treatment and disposal sites increases. In 1989, Los Angeles County as a whole generated approximately 9.4 million tons of hazardous waste, more than any other county in the State. The County *Hazardous Waste Management Plan* estimates that by the year 2005, Countywide waste generation will approach 16 million tons per year.

Data are not available to the amounts of hazardous wastes generated in El Monte on an average annual basis. However, the City Fire Department does maintain records on City businesses which use or generate hazardous materials. The City's concerns center on the need to know what types of materials are stored at specific locations so that emergency

personnel may respond appropriately in the event of a fire or chemical accident. Waste disposal is considered a regional issue, and El Monte maintains a cooperative stance in regional hazardous waste management efforts.

Urban Fires: Buildings constructed in the latter part of this century have been designed and built in conformance with modern fire code requirements. Modern standards recognize the need to incorporate fire resistant materials, fire sprinklers, and similar features into construction. However, older buildings, particularly wood-frame residential buildings, may not contain comparable fire prevention features. Also, urban fire risks are greater in the industrial regions where large quantities of flammable materials may be stored.

Land Disposal Sites: One former land disposal site exists in the City of El Monte. The dump site, opened in 1949, was owned and operated by the City. The dump closed in 1959. The exact contents disposed of at this location are not known, but according to a report prepared for the City by ASL Consulting Engineers, the site was used as a residential dump. Typical residential waste probably consisted of incinerated household garbage and yard debris. Analysis of dump contents did not reveal evidence of significant quantities of any hazardous materials.

Related public safety issues include settling of the ground surface and methane gas release. The site is no longer a dump site but is presently used as a City parking lot and public works yard.

Aircraft Traffic: El Monte is host to the only airport in the San Gabriel Valley. The facility is located between the Rio Hondo Channel and Santa Anita Avenue in the northcentral portion of the City. The airport is currently leased to Comarco Airport Services.

Although take-offs and landings are relatively frequent at the 24-hour facility (500 per day, on average), operations generally do not create adverse noise conditions. The Noise Element contains a complete discussion of noise issues.

Safety issues related to aircraft operations focus on the potential for inflight aircraft failure over El Monte. The concentration of small private aircraft in the vicinity increases the risk of mid-air collisions. Historically, very few such incidents have occurred at the El Monte airport. However, the potential does exist for accidents, particularly within the airport take-off and landing zones.

SAFETY GOALS AND POLICIES

The goals and policies contained in this element focus on reducing the risk associated with hazards where such mitigation is possible and developing emergency response strategies that will be effective in the event of a disaster or accident.

MINIMIZE NATURAL HAZARDS RISKS

A major earthquake, flood or other type of disaster can have devastating consequences on a community that is ill-prepared for such a catastrophe. Through proper building design, public awareness, and a concise emergency preparedness plan, most experts agree that the effects of a major disaster can be significantly reduced. The importance of these issues is underscored by the following goal and related policies.

GOAL 1.0 - Prevent serious injuries, loss of life, and damage to property from seismic and other natural hazards.

Policy 1.1: Minimize the threat to life and property from earthquakes and other seismic-related hazards.

Implementation 1.1.1: Require new buildings and improvements to comply with current seismic design standards.

Implementation 1.1.2: Develop a program to inspect older, unreinforced masonry buildings as required by State law, and to require property owners to make necessary improvements.

Implementation 1.1.3: Establish a funding program which assists qualified owners of existing buildings to earthquake-proof their structures.

Implementation 1.1.4: Educate the public by providing informative literature on methods to safeguard lives and property during seismic events.

Implementation 1.1.5: On large scale projects require detailed, site-specific geotechnical investigations in areas subject to potential liquefaction to determine the level of hazard and appropriate mitigation.

Policy 1.2: Protect life and property from the hazard of flooding.

Implementation 1.2.1: Work with appropriate governmental agencies to minimize the threat to public safety from dam failures.

Policy 1.3: Be properly prepared to deal with emergencies caused by earthquakes, flooding, and other natural disasters.

Implementation 1.3.1: Continue to maintain and update the City's Emergency Preparedness Plan to allow government and residents to cope with natural and man-made disasters in an efficient, safe, and expedient manner.

Policy 1.4: Prevent serious structural damage to critical facilities, and ensure the continuity of vital services and functions during emergencies.

PROTECTION FROM FIRE AND CRIME HAZARDS

Fire and police protection are of particular concern in densely populated urban areas. Invaluable assets to a community are its fire and police forces. Reliable protection from fire and crime risks allows a community to exist in a relatively safe and secure environment. Ensurance of such conditions is emphasized in the following goal and policies.

GOAL 2.0 - Maximize the protection of local residents and businesses from fire and crime.

Policy 2.1: Provide the manpower, equipment, and facilities needed to maintain the currently high level of police and fire protection service within the City of El Monte.

Implementation 2.1.1: Assure the maintenance of adequate fireflows by requiring water delivery system upgrading where necessary in higher intensity developments.

Implementation 2.1.2: Continue to enforce City requirements for the provision of automatic fire sprinkler systems in new residential buildings and substantial additions to existing residential structures.

Implementation 2.1.3: Maintain a high level of police protection by continuing to base manpower on the demand for service and the individual caseloads of peace officers.

Policy 2.2: Minimize the loss of life, injuries, and property damage through a continuing fire prevention, inspection, and public education program, and create public awareness of the disastrous economic impact that fires can have on the community.

Implementation 2.2.1: Promote fire prevention practices and educate the public to be aware of fire prevention methods through mail-out fliers and education programs in local schools.

Policy 2.3: Encourage the mutual coordination of fire protection activities in El Monte and surrounding jurisdictions.

Policy 2.4: Maintain road width and other access standards designed to adequately accommodate emergency vehicles.

Implementation 2.4.1: Require separate fire apparatus access roads for new developments in which any portion of the exterior wall of the first story is located more than 150 feet from standard Fire Department vehicle access.

Implementation 2.4.2: Require new developments to maintain minimum vertical clearance of 13'-6" along all fire apparatus access roads.

Implementation 2.4.3: Require all dead-end fire apparatus access roads in excess of 150 feet in length to provide adequate turnaround.

Policy 2.5: Require new development to be designed in a manner which maximizes defensible space to deter crime.

Policy 2.6: Abate older, dangerous structures which are hazardous to the public health and safety.

CONTROL OF HAZARDOUS MATERIALS

Many of the products people use in everyday living contain substances that are harmful to the environment. The production and use of these materials often produce by-products that are toxic and which require proper disposal to ensure the detrimental effects can be reduced or eliminated altogether. Hazardous materials and substances are a direct result of our technology and high standard of living, and a balance needs to be found between economic prosperity and the well-being of the environment. The following goal and supporting policies recognize that these materials need to be handled in a responsible manner to ensure the safety of the public and the environment.

GOAL 3.0 - Ensure that the health and safety of local residents is not endangered by the use and transport of hazardous or toxic materials.

Policy 3.1: Maximize the protection of El Monte residents from the potential threats to health and safety posed by the storage, transport, and disposal of hazardous or toxic materials.

Implementation 3.1.1: Develop a plan for responding to spills of hazardous materials, and coordinate such efforts with appropriate County agencies.

Policy 3.2: Pursue State legislation which would enable a greater degree of local control relative to the transportation and storage of hazardous materials.

Policy 3.3: Continue to implement the program of enforcement or compliance with the Hazardous Materials Disclosure Law through the Fire Department, and initiate a permit process for uses which store, use, or transport hazardous materials within the City.

Policy 3.4: Apply relevant provisions of the Los Angeles County *Hazardous Waste Management Plan* to decisions involving hazardous materials in El Monte.

Implementation 3.4.1: Adopt by reference the County's citing criteria for hazardous waste management.

RELATED GOALS AND POLICIES

A number of goals and policies in the remaining elements also address the issues identified in the Safety Element. Table S-1, the Safety Element Matrix, identifies those goals and policies contained in the other elements that address the major safety issue areas discussed in this element.

**TABLE S-1
SAFETY ELEMENT MATRIX**

SAFETY ELEMENT ISSUE	LAND USE	HOUSING	CIRCULATION	OPEN SPACE AND CONSERVATION	NOISE
Minimize Natural Hazards Risk					
Protection from Fire and Crime Risks	2.0, 2.1	1.1, 1.2, 1.5, 1.6, 3.8			
Control of Hazardous Materials	5.1, 5.3		1.6	4.0	

This table illustrates the internal consistency of the General Plan. The left-hand column summarizes the goals and objectives for the Safety Element. The five columns to the right indicate which goals and policies presented in the five other elements reinforce public safety policies.

SAFETY PLAN

This final section of the Safety Element outlines the programs and measures the City will undertake to address public safety issues and to achieve stated goals and policies. Emphasis is placed on emergency preparedness planning.

MITIGATION OF SEISMIC HAZARDS

Groundshaking and liquefaction represent the only two geologic/seismic hazards affecting El Monte. The City will continue to enforce building codes which require seismic construction techniques. For large scale projects located in liquefaction-prone areas indicated on Figure S-1, special geologic studies will be required to investigate liquefaction potential and to recommend measures to protect structures from liquefaction hazards.

MITIGATION OF FLOOD HAZARDS

As indicated in the "Issues Identification" discussion, flooding due to failure of the Santa Fe Dam is considered unlikely. However, the City's emergency plan addresses actions to be taken in the event such a disaster occurs. Should failure occur due to earthquake action or other major disaster, and if the dam is full of water, water flow will be in a southwesterly direction. Evacuation to the north and west, away from the floodplain along the San Gabriel River, will be inacted. Shortest routes will be in the direction toward the cities of Rosemead and Temple City.

Hazards related to excessive storm flows are minimal in El Monte. The only problems experienced with the City's storm flow system have been related to debris collection and temporary blockage of drainage grates. The Garvey Avenue underpass is particularly prone to flooding due to debris accumulation. Corrective action for this problem will include diligent street sweeping along this area, especially during the rainy season.

CONTROL OF HAZARDOUS MATERIALS

To reduce the scope of risk related to the transportation of hazardous materials through the City, vehicles carrying such materials shall be restricted to the travel routes designated in the Los Angeles County *Hazardous Waste Management Plan*.

Businesses using or producing hazardous materials shall be concentrated in the areas designated Industrial/Business Park on the General Plan Land Use Policy Map. Through the environmental review process, the City will ensure such uses are removed from residential development, schools, and other sensitive land uses.

The County *Hazardous Waste Management Plan* establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined in the County plan will be used to review all proposals for such treatment and disposal facilities in El Monte. A general description of the County's siting factors, objectives, and criteria is presented in Table S-2.

MITIGATION OF FIRE HAZARDS

Goal 2.0 in the "Goals and Policies" section of this element clearly states the City's intent to reduce public safety hazards related to urban fires. Land use policy further strengthens this resolve by separating higher fire risk land uses (industry) from residential development.

Fire hazards can be minimized in two basic ways. The first method involves the reduction of fire starts. Preventative fire control emphasizes safety in the design, maintenance, and use of structures, as well as the proper storage of flammable and combustible materials. Proper safety measures can effectively prevent the possibility of fire. The Fire Department will continue programs to monitor and inspect businesses to ensure fire prevention occurs. In addition to requiring installation of automatic fire sprinkler systems in new commercial and industrial buildings, the Fire Department will require such systems in new residential construction, including substantial additions to existing residential structures.

TABLE S-2
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS

OBJECTIVE	SITING CRITERIA
1. Protect residents	<ul style="list-style-type: none"> Consider proximity to populations (minimum distance from residences of 2,000 feet). Consider proximity to immobile populations.
2. Ensure the structural stability and safety of the facility	<p>Avoid locating facility near:</p> <ul style="list-style-type: none"> Floor hazard areas/floodplains; Areas subject to tsunamis, seiches and storm surges; Dam failure inundation areas; and Active or potentially active faults (minimum distance of 200 feet). <p>Require engineered design safety features for:</p> <ul style="list-style-type: none"> Slope stability (unstable soils); and Subsidence/liquefaction.
3. Protect surface water	<p>Avoid locations near aqueducts and reservoirs.</p> <ul style="list-style-type: none"> Proximity to supply wells and well fields should be outside the cone of depression created by pumping a well or well field.
4. Protect groundwater	<ul style="list-style-type: none"> Avoid facility location near major aquifer recharge areas. Consider avoiding PSD air areas. Consider avoiding nonattainment air areas.
5. Protect air quality	

TABLE S-2
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)

OBJECTIVE	SITING CRITERIA
6. Protect environmentally sensitive areas	<p>Avoid facility location in:</p> <ul style="list-style-type: none"> ◦ Wetlands; ◦ Close proximity to habitats of threatened and endangered species; ◦ Prime agricultural areas; ◦ Recreational, cultural, and aesthetic resource areas; ◦ Close proximity to public facilities; and ◦ Areas of potential mineral deposits/resources. <p>Permitted on case-by-case basis:</p> <ul style="list-style-type: none"> ◦ Federal and State lands.
7. Ensure safe transportation of hazardous waste	<ul style="list-style-type: none"> ◦ Consider proximity to areas of waste generation (waste generation stream). ◦ Locate close distance to waste generation source, except for residuals repositories. ◦ Road networks should not utilize local residential streets. ◦ Follow highways with low to average AADT and accident rates. ◦ Consider capacity vs. AADT of access route.

TABLE S-2
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)

OBJECTIVE	SITING CRITERIA
8. Protect social and economic development goals of the community	<ul style="list-style-type: none"> ◦ Facilities should locate in industrial, commercial and specially zoned lands. ◦ Potential changes in real property values require independent study. ◦ Potential changes in employment require independent study.

Source: Los Angeles County Hazardous Waste Management Plan, 1989
Abbreviations: PSD = Prevention of Significant Deterioration
AADT = Average Annual Daily Traffic

The second method of hazards reduction emphasizes the effective response aspect of fire control. Effective response can be assisted by providing necessary access and adequate amounts and pressures of water.

The Fire Department has developed standards for access to all new projects. These standards will continue to be enforced through the site plan review and building permit processes. At a minimum, separate access for fire equipment will be required when any portion of the exterior wall of the first story of a building is located more than 150 feet from a public right-of-way or other standard access. All fire equipment access ways will maintain a vertical clearance of thirteen feet, six inches, unless otherwise required by the Fire Chief.

The Fire Department also has established fire flow requirements for various construction types. The Department will continue to require new construction to prove that sufficient fire flows can be maintained even during times of peak water demand.

MITIGATION OF LANDFILL HAZARDS

Only one site is known to have been used as a dump site in El Monte in previous years. According to engineering reports, the only hazard posed by the dump is ground settling. No evidence of leaching or methane gas release has been discovered.

The dump's location at 3527 Santa Anita Avenue is designated Public Facilities on the General Plan Land Use Policy Map. The City plans to continue use of the site as the City's public yard, a low intensity use. If any other use or buildings are proposed, corrective measures will be required to guard against problems associated with ground surface settling.

DEFENSIBLE SPACE CONSIDERATIONS

Reducing the level of criminal activity in the City enhances the living and business environment. A low crime rate attracts new businesses and gives residents a greater sense of security and community pride. Although specific crime prevention and police protection programs are beyond the scope of the General Plan, the City's objective to maintain a safe community can be reinforced.

In order to promote and integrate the concept of "defensible space" into all phases of the planning and development process, the City will involve the El Monte Police Department on large scale projects during the development review process.

Additionally, the City will continue to support neighborhood meetings and community programs such as "Neighborhood Watch" programs.

EMERGENCY PREPAREDNESS PLANNING

In 1990, the City adopted an updated Emergency Preparedness Plan. This plan establishes emergency preparedness and emergency response procedures for both peacetime and wartime disasters. The plan conforms to those provisions of the *California Emergency Plan and Emergency Resources Management Plan* which apply to City government. Rather than focusing on specific responses for specific hazards, the Emergency Preparedness Plan concentrates on City emergency organization and emergency operations for any type of major disaster.

Emergency Evacuation: The City's Emergency Plan does not indicate evacuation routes for emergency situations. The routes of escape from disaster-stricken areas will depend on the scale and scope of the disaster. For example, a flood occurring due to failure of the Santa Fe Dam would result in evacuation to the north and west. However, in the event of a large fire in the industrial district, evacuation routes would be eastward. Figure S-2 indicates major streets to be used as evacuation routes.



Note: The direction of evacuation will depend upon the location of the hazard.



EL MONTE GENERAL PLAN

Figure S-2
Generalized Emergency Evacuation Routes

Emergency Response Personnel: The City Fire and Police Departments are responsible for providing everyday emergency response services. In the event of a major disaster, however, other City personnel assume emergency response roles. The City's Emergency Preparedness Plan details the full responsibilities and required actions of personnel. Figure S-3 summarizes these roles.

Emergency Shelters: In the event of either a natural or man-made disaster, homes may be destroyed or be inaccessible for extended periods of time. El Monte residents will require some form of temporary shelter.

The American Red Cross bears primary responsibility for providing emergency shelter to displaced residents. The Red Cross maintains an inventory of sites suitable for use as emergency shelters. The site or sites used depend on the scope and scale of a disaster, as well as the length of time required to shelter people. Sites generally available for such use in El Monte include high schools and junior high schools, as well as senior centers and community centers such as those at Lambert Park. If necessary, church facilities may be used. The City will continue to cooperate with the Red Cross to make City-owned facilities available as emergency shelters.

DEPARTMENTS / PERSONNEL	ALERTING and WARNING	COMMUNICATIONS	INTELLIGENCE	MANAGEMENT	PUBLIC INFORMATION	RADIOLOGICAL PROTECTION	FIRE and RESCUE	TRAFFIC CONTROL	LAW ENFORCEMENT	MEDICAL	PUBLIC HEALTH	CORONER	CARE AND SHELTER	MOVEMENT	RESCUE	CONST. and ENGINEERING	SUPPLY/PROCUREMENT	PERSONNEL	TRANSPORTATION	UTILITIES	FOOD
Emergency Services	■			■	■																
Police	■	■	□				■	■					■	□							
Fire	□	■		□	■	■			□					■							
Public Works				□											■			■	□		
Community Development												■									
Parks and Recreation												■									
Purchasing Agent																■					
Planning Director			■	□																	
Community Development Officer												■	■								
Personnel Officer																	■				
County Health Officer										■											
Assigned Physician									■												
County Agricultural Commissioner																				■	
Utilities Industry																			■		

- ☒ Principal Agency/Organization
☐ Supporting Agency/Organization

EL MONTE

GENERAL PLAN

NOISE ELEMENT

**CITY OF EL MONTE
GENERAL PLAN**

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INTRODUCTION TO THE NOISE ELEMENT

The urban environment contains a variety of noise sources which can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whirring rattle of a lawnmower. These noise sources generally can be controlled through City noise regulations, such as a noise ordinance. However, other noises, such as freeway noise, may be permanent fixtures in the community, posing long-term health hazards to community residents.

PURPOSE OF THIS ELEMENT

In recognition of the fact that excessive or unusual noise can have significant adverse impacts on human health and welfare, the State of California has developed definitive guidelines for determining community noise levels and for establishing programs aimed at reducing community exposure to noise levels defined to be adverse. The purpose of the Noise Element is to identify noise sources in the community, to describe anticipated future noise levels, and to put forth policies and programs designed to minimize the effects of noise on people living and working in El Monte. Toward this end, this element focuses on:

- Reducing the exposure of existing residences, schools, and businesses to freeway noise through the construction of sound walls;
- Minimizing the number of new residences constructed within areas with high noise levels;
- Establishing guidelines for new construction along urban highways, arterials and secondary roadways where noise may be a problem; and
- Identifying and mitigating intermittent or short-term noise annoyances.

SCOPE AND FORMAT OF ELEMENT

This element is divided into three subsequent sections. The first following section, "Issues Identification," establishes the basis for setting noise standards by describing noise conditions in El Monte. The "Noise Element Goals and Policies" section sets forth the City's goals for noise exposure reduction and introduces policies and programs designed to implement the goals. Finally, the last section, the "Noise Exposure Reduction Plan," discusses in greater detail the programs the City will implement to protect residents from excessive noise.

RELATED PLANS AND PROGRAMS

Several local, state, and federal laws regulate point source noise and establish standards for protecting community residents from excessive noise.

City of El Monte Noise Ordinance: The City has adopted a noise ordinance (Ordinance 2004) which establishes ambient noise standards for all property within various zone districts. These standards are presented in the "Noise Exposure Reduction Plan" section of this element. Certain temporary activities such as parades, emergency work, bells or chimes used in conjunction with religious services, and the maintenance of essential public services and facilities are exempt from the noise regulations.

Caltrans Sound Walls: The California Department of Transportation (Caltrans), pursuant to Section 215.5 of the State Streets and Highway Code, has established a priority system for erecting noise barriers in the form of sound walls along freeway routes. The program is designed to protect residential uses from excessive freeway noise. In order for a residential neighborhood adjacent to a freeway to qualify for the program, the neighborhood must meet four eligibility criteria as follows:

- The housing units must have been constructed prior to freeway construction or widening of the freeway;
- The housing units must be exposed to noise levels equal to or greater than 67 Leq;

- Construction of the sound walls must be cost effective. Generally, a cost of \$30,000 per housing unit protected is considered reasonable (in 1988 dollars); and
- Reduction of minimum five dBA must be achieved through noise barrier.

Any units not meeting all four criteria cannot receive funding from Caltrans.

State Noise Insulation Standards: Title 25, Section 1092 of the California Administrative Code sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

ISSUES IDENTIFICATION

DEFINITION OF NOISE

What is noise? Noise is generally defined as unwanted or intrusive sound. The characteristics of noise are difficult to describe by a single unit of measurement because noise has many components, such as loudness, pitch, and duration. Scientists have developed the A-weighted decibel (dBA) as a common noise descriptor, and this unit is widely used to indicate the loudness level of a particular sound at a given point in time. Figure N-1 describes and compares the relative loudness of various noise sources.

Other forms of noise measurement include the Community Noise Equivalent Level (CNEL) and the Day-Night Level (Ldn). These latter two measurements describe ambient noise levels over a 24-hour period. The Noise Element Technical Report provides a more comprehensive discussion of these measurements of noise, as well as a description of the A-weighted decibel.

NOISE STANDARDS

To aid City decision makers with the establishment of noise standards for their communities, several federal and state agencies have established noise/land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as Leq (equivalent noise level), CNEL, or Ldn.

The noise standards used most widely in California are those developed by the State Department of Health, Office of Noise Control. The standards, presented in the form of a noise/land use compatibility matrix (Figure N-2), indicate that residential land uses and other noise sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or Ldn). This compatibility matrix is not mandatory, only recommended.

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
130	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
120 110	LOUD	Turbo-Fan Aircraft @ Take Off Power @ 200 Ft. (90)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @ 100 Ft. (100)		100 dB(A) 8 Times as Loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (89) Prop. Airplane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. From Pavement Edge, 10:00 AM (76 +/- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
	JUST AUDIBLE	(dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, Outdoor Noise in the Metropolitan Environment,
Published by the City of Los Angeles, 1970, p.2.



EL MONTE GENERAL PLAN

Figure N-1
Examples of Noise

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multiple Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business, Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

SOURCE: Cotton/Beland/Associates, Modified From U.S. Department of Housing and Urban Development and State of California Guidelines.



EL MONTE GENERAL PLAN

Figure N-2
Noise/Land Use Compatibility Standards

The State Department of Housing and Community Development has, however, established mandatory noise guidelines for multiple-family residential construction. New multiple-family units cannot be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or Ldn), and sufficient insulation must be provided to reduce interior ambient levels to 45 dBA.

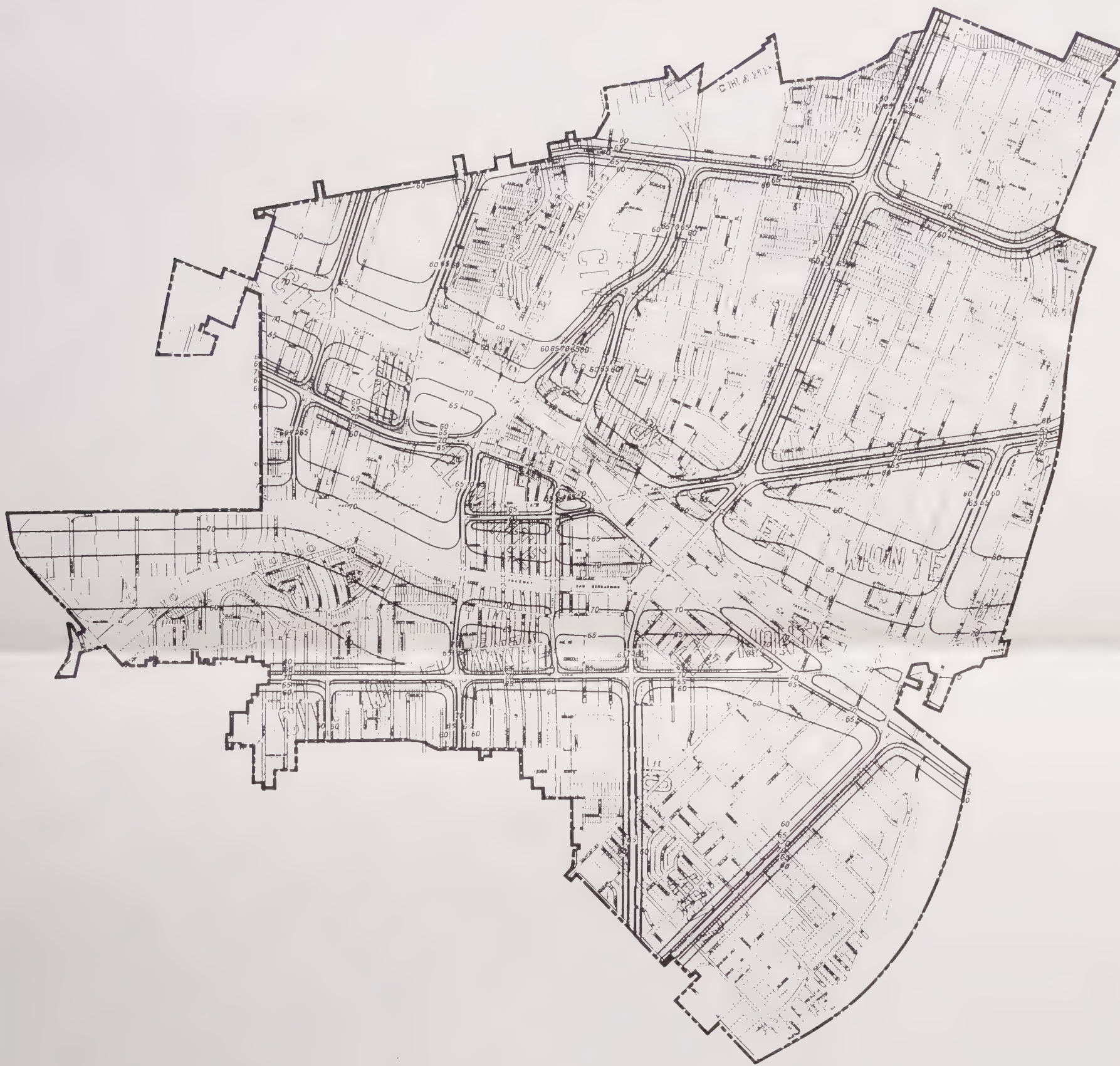
IDENTIFICATION OF NOISE SOURCES

The primary sources of noise in El Monte are the many arterial roadways which traverse almost all areas of the community, Interstate 10, and the railroad line running through the City. High volumes of traffic on arterials such as Valley Boulevard, Garvey Avenue, and Peck Road and on the San Bernardino Freeway account for ambient noise levels in excess of 65 dBA some distance from these transportation routes. Additionally, locomotive engines and rail cars along the Southern Pacific Railroad cause noise levels of 65 dBA. The freeway and roadway noise represent relatively steady, constant noise sources. Periodic sources of noise include train traffic (both freight and Amtrak trains), aircraft overflights into El Monte Airport, and the operation of trucks and machinery in the City's industrial district.

In 1990, a comprehensive noise study was performed to determine ambient noise levels throughout El Monte. Consistent with State requirements, noise levels were calculated in terms of the CNEL. Figure N-3 displays the results of the noise survey in the form of noise contours. The contours, which are similar to elevation contours contained on a topographic map, present noise exposure information for the City in 1990. The Noise Element Technical Report describes how the contour lines are generated.

Noise sources which are not accounted for in Figure N-3 but which can be especially bothersome in quiet residential neighborhoods are such short-term irritants as the loud playing of stereos, the operation of motorized garden equipment, and even the shrill sounds of a school yard full of school children.


The noise study also examined airport noise and the effect of airport operations on surrounding land uses. The airport noise contours generated for year 1990 (Figure N-4) indicate that no




 Noise Contour in CNEL

SOURCE: Mestre Greve Associates

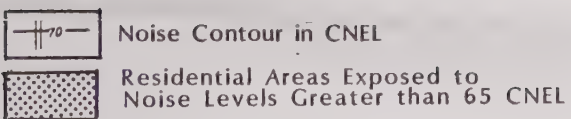
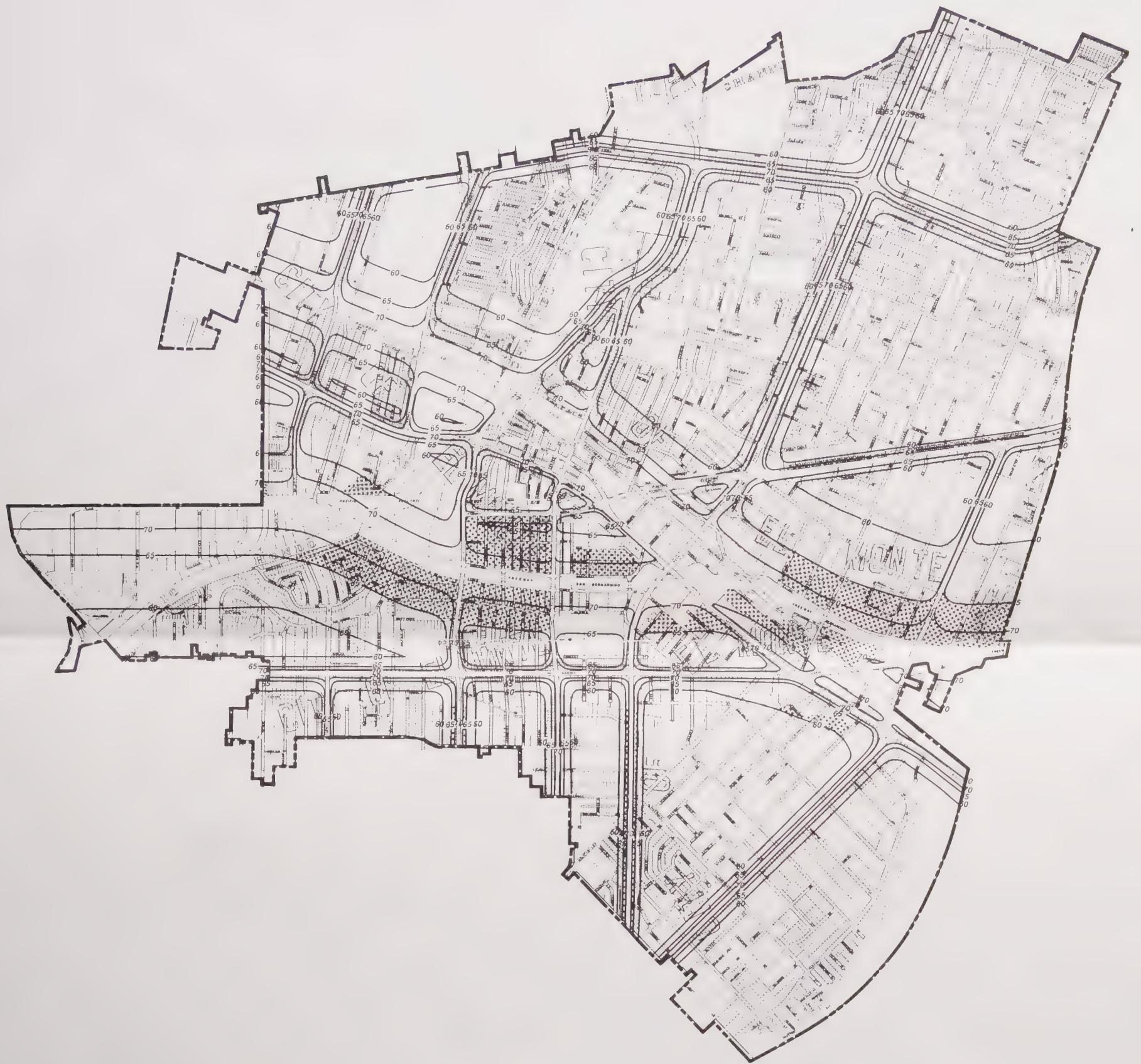



 North

0  .5 miles
 scale

EL MONTE GENERAL PLAN

Figure N-3
 1990 Citywide CNEL Noise Contours



SOURCE: Mestre Greve Associates



EL MONTE GENERAL PLAN

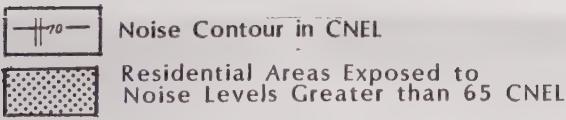
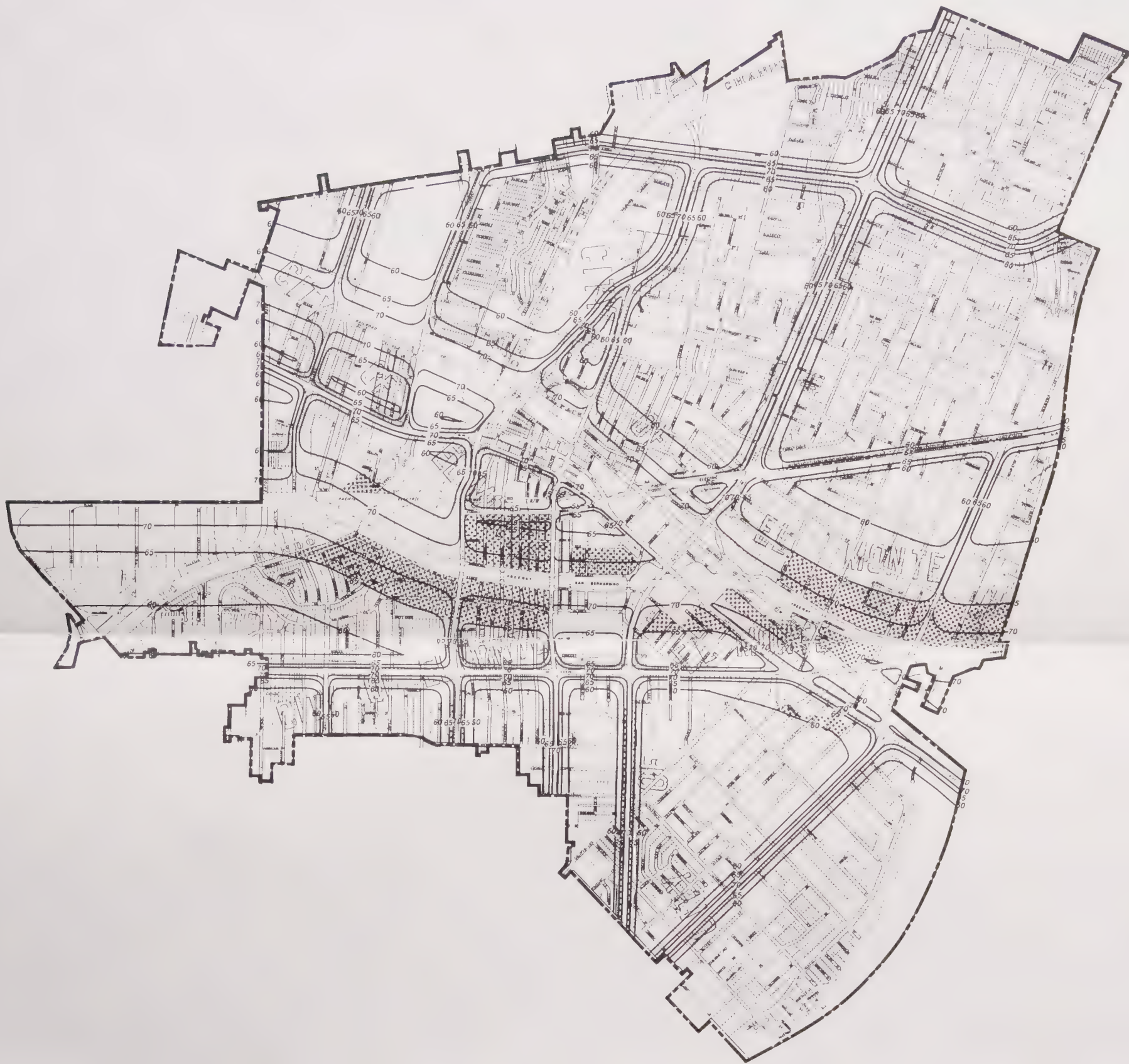
Figure N-5
2010 Citywide CNEL Noise Contours

residential developments lie within the 65 CNEL noise contour. Generally, the airport generates very few noise complaints.

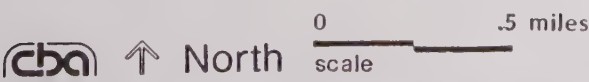
To determine future noise levels throughout the community, General Plan land use information and anticipated future traffic volumes were entered into a community noise computer model. A separate model was run to estimate year 2010 airport noise contours. Figure N-5 displays future CNEL noise contours for the City in the year 2010, assuming build-out of the City proceeds in accordance with General Plan land use policy. Figure N-6 shows projected contours for the airport. Although the airport is not expected to increase in size, the contours reflect an assumed 20 percent growth in airport operations (take-offs and landings) between the years 1990 and 2010.

The year 2010 Citywide noise contour map indicates that the noise environment will not change dramatically. Noise increases along Interstate 10 and major roadways can be expected due to anticipated increases in daily traffic volumes along these thoroughfares. Figure N-5 highlights the residential neighborhoods which may be exposed to noise levels of 65 CNEL or greater. The majority of the neighborhoods are adjacent to Interstate 10. Construction of sound walls along the freeway should serve to reduce the level of exposure.

Growth in airport operations will not expose any additional sensitive land uses to high noise levels. No residential neighborhoods lie within the projected 65 CNEL noise contour.



SOURCE: Mestre Greve Associates



EL MONTE GENERAL PLAN

Figure N-5
2010 Citywide CNEL Noise Contours



—60— Noise Contour in CNEL

SOURCE: Mestre Greve Associates



↑ North

0 .5 miles
scale

EL MONTE GENERAL PLAN

Figure N-6
2010 Airport CNEL Noise Contours

GOALS AND POLICIES

The following goals and supporting policies emphasize noise reduction through increased public and private awareness of noise sources, including mobile and stationary sources. By incorporating noise concerns into land use planning, mitigating measures for noise reduction will be attained.

MONITOR NOISE CONDITIONS

Over time, noise conditions in the City will change due to changes in land use, vehicular traffic patterns, train schedules, and aircraft traffic operations. In order to anticipate and plan for these changes, and thereby better incorporate noise considerations into land use decisions, the City will continually monitor noise conditions.

GOAL 1.0 - Monitor and improve noise conditions in the local environment through the active, ongoing efforts of the City in coordination with other government agencies and the public.

Policy 1.1: Increase public input on environmental noise issues, and establish a program for the monitoring and abatement of local noise sources.

Implementation 1.1.1: Establish an ongoing ambient noise monitoring program.

Implementation 1.1.2: Assign the administration of the noise abatement program to an existing City department.

Implementation 1.1.3: Require subdivision or building permit applications and environmental impact reports to contain documentation of anticipated noise levels for proposed projects, if the proposed project lies within a 65 CNEL noise contour.

Implementation 1.1.4: Adopt a program for distributing noise information to create citizen awareness and support for noise control programs.

Implementation 1.1.5: Require all City departments to consider noise control requirements in the procurement of new equipment.

Policy 1.2: Recommend needed changes in Federal and State legislation pertaining to transportation noise sources.

Policy 1.3: Improve intergovernmental coordination of noise abatement efforts.

PROTECT RESIDENTS FROM MOBILE NOISE SOURCES

As discussed above, roadway noise represents a significant noise source in El Monte. Through land use planning efforts, the City will distance sensitive uses away from these traffic corridors. However, efforts to reduce the noise at the source can be used to mitigate adverse conditions.

GOAL 2.0 - Identify mobile noise sources affecting the community, and establish effective noise abatement measures.

Policy 2.1: Reduce the impact of noise from all types of motor vehicles.

Implementation 2.1.1: Study commercial truck movements and operations in the City, and establish truck routes away from noise-sensitive areas where feasible.

Implementation 2.1.2: Restrict the use of trail bikes, mini-bikes, and other off-road motor vehicles except where designated for that purpose.

Implementation 2.1.3: Minimize the flow of non-residential and non-local traffic through residential neighborhoods.

Implementation 2.1.4: Use police personnel to enforce State Vehicle Code Noise Standards for cars, trucks, and motorcycles operating in the City.

Policy 2.2: Incorporate noise mitigation measures into the design of new roadways, and work to attenuate noise along existing highways in the City.

Policy 2.3: Require the installation of walls and other noise attenuation devices for new residential development located adjacent to freeways, major and primary arterials, mainline railroad rights-of-way, and similar noise-generating uses.

Policy 2.4: Support legislation for the reduction of the noise generated by automobiles, motorcycles, buses, and trucks.

Policy 2.5: Encourage development of a mass, multi-modal transit system with reduced noise emissions characteristics.

REDUCE NOISE IMPACT OF AIRCRAFT

The City's history of good relations with El Monte Airport management points toward continued cooperation in minimizing aircraft noise impacts on City residents. A cooperative spirit will be maintained in the City's efforts to achieve its noise goals.

GOAL 3.0 - Reduce the impact of noise from all types of aircraft with particular attention to air traffic from El Monte Airport.

Policy 3.1: Continue support of State and Federal airport and aircraft noise legislation.

Policy 3.2: Support the intent of the California Noise Regulation for Airports.

Policy 3.3: Encourage the use of noise-suppression devices and other noise-reducing modifications to planes using El Monte Airport.

Policy 3.4: Work with the Los Angeles County Department of Public Works and the airport operator or leasee to enforce noise-attenuating flight procedures for airplanes using El Monte Airport.

Policy 3.5: Require that helicopters use noise-attenuating flight procedures such as maintaining a 1,000-foot altitude or use of arterial roadways, freeways, and river channels as primary flight paths.

Policy 3.6: Work with the Los Angeles County Airport Land Use Commission to adopt and maintain an airport land use plan which is consistent with City land use policy.

CONTROL STATIONARY NOISE SOURCES

Stationary noise sources are the sources over which the City will continue to have the most direct control. City personnel can be used to monitor noise conditions and to enforce ordinances established to minimize the level of noise from point sources.

GOAL 4.0 - Identify stationary noise sources affecting the community and establish effective noise abatement measures.

Policy 4.1: Maintain and enforce the City's noise ordinance.

Implementation 4.1.1: Enforce standards to regulate noise from construction and maintenance activities.

Implementation 4.1.2: Require that noise from motors, appliances, air conditioners, and other consumer products be muffled or baffled so as to minimize noise intrusion to surrounding properties.

Implementation 4.1.3: Encourage installation of quiet appliances with proper installation procedures.

Policy 4.2: Purchase quieter City maintenance equipment, and require the use of quieter maintenance equipment by City contractors and permittees.

INCORPORATE NOISE CONCERNS INTO LAND USE PLANNING

The Land Use Element Land Use Policy Map recognizes the need to locate noise sensitive land uses away from major noise sources such as streets and railways.

GOAL 5.0 - Improve the noise environment of the community through sensitive planning and development practices.

Policy 5.1: Avoid the placement of new residential developments in areas where outdoor ambient noise levels exceed 65 CNEL.

Policy 5.2: Incorporate ambient noise level considerations into land use decisions involving schools, hospitals, and similar noise sensitive uses.

RELATED GOALS AND POLICIES

A number of goals and policies contained in the other five General Plan elements support the goals and policies presented in the Noise Element. Table N-1, the Noise Element Policy Matrix, identifies those goals and policies directed toward implementing noise reduction goals.

**TABLE N-1
NOISE ELEMENT POLICY MATRIX**

ISSUE AREA	LAND USE	HOUSING	CIRCULATION	SAFETY	OPEN SPACE AND CONSERVATION
Monitor Noise Conditions	5.3				
Protect Residents From Mobile Noise Sources	5.3	1.5	1.2, 1.3, 1.5		
Reduce Noise Impact of Aircraft					
Control Stationary Noise Sources	2.2, 5.3	1.5			
Incorporate Noise Concerns Into Land Use Planning			1.4		1.4

This matrix illustrates the internal consistency of the General Plan by indicating which goals and policies contained in the other five elements reinforce Noise Element goals and policies.

NOISE EXPOSURE REDUCTION PLAN

NOISE STANDARDS

In order to identify areas where future noise levels may present land use constraints or may threaten public health and welfare, noise standards must first be established. The City hereby adopts two types of noise standards as follows:

- Noise/land use compatibility standards which will be used to mitigate existing noise ambient problems and to guide future land use decisions; and
- Point source noise standards for all areas of the City designed to protect residential properties from excessive noise.

The noise/land use compatibility standards shall be those recommended by the State Department of Health Services, as indicated in Figure N-2. Noise standards for point source noise in all areas of the City will continue to be those established in the City's noise ordinance. These standards are as follows:

**TABLE N-2
EL MONTE NOISE STANDARDS**

ZONE	DAY 7 AM TO 10 PM	NIGHT 10 PM TO 7 AM
Single-family	50 dBA	45 dBA
Multi-family	55 dBA	50 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

The noise ordinance is further clarified by the following restrictions: 1) noise levels cannot exceed the standards by more than 5 dBA for a cumulative period of 15 minutes in any hour at the property line of any property; 2) at the boundary line between a residential zone and a commercial and/or manufacturing zone, the noise level of the residential zone shall be used; and 3) if a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed 50 dBA between the hours of 10:00 p.m. and 7:00 a.m.

NOISE MITIGATION PROGRAMS

The primary tool used to implement noise policy will be the noise ordinance. The ordinance gives the City authority to regulate noise at its source and thereby protect noise sensitive land uses. Other programs to be used include:

Freeway Sound Walls

Caltrans has developed a priority list for the installation of sound walls along freeways which abut residential land uses. Residential neighborhoods meeting the program eligibility requirements outlined in the introduction to this element ("Related Plans and Programs") are placed on the Statewide Priority List in descending order of the neighborhood's priority index. Caltrans uses the following formula to calculate the priority index:

$$\frac{\text{Achievable Reduction (in dB)} \times (\text{Average Future Predicted Noise Level}) \times \text{Number of Dwelling Units}}{\text{Cost of Wall (in \$1000's)}}$$

Areas in El Monte automatically qualifying for the sound wall program are limited to development along Interstate 10. These areas are:

- Exline Street on-ramp to the San Gabriel River Channel; and
- Santa Anita Avenue eastward to Meeker Avenue.

According to the State Transportation Improvement Program (STIP), sound wall construction along Exline Street to the San Gabriel River section is scheduled for the 1991-92 State fiscal year, and construction for the wall segment from Santa Anita Avenue to Meeker Avenue is scheduled for the 1992-93 State fiscal year.

Consistent with the reimbursement provisions of the State Streets and Highways Code, El Monte may choose to erect sound walls before the dates scheduled by Caltrans. The City would finance construction of the walls, and Caltrans would reimburse the City in the year improvements were originally scheduled.

Because no other freeway sections other than those cited above qualify for the noise barrier program, all other sound walls must be erected at City or private expense. New residential units adjacent to or near freeways may be required to provide such walls to meet the noise/land use compatibility standards outlined in Figure N-2.

Enforcement of State Standards

As indicated in the introduction to this element, Title 25 of the California Administrative Code establishes exterior and interior noise standards for multi-family residential development. Units established in areas where ambient noise levels exceed 65 dBA must incorporate noise reduction features into project design and construction. To reduce exterior noise levels, open space and other outdoor, usable private areas should be shielded from the primary noise source (e.g., a freeway or railroad track). Insulation must be provided to reduce interior ambient noise levels to 45 dBA or lower. The Planning and Building divisions of the City will continue to enforce these regulations.

Sound Walls Along Arterial and Secondary Roadways

All new residential development proposed adjacent to arterial and secondary roadways will be required to provide sound walls or combination berms and walls designed to achieve the noise/land use compatibility standards indicated in Figure N-2.

Design of Residential Projects

Design features incorporated into residential projects can be used to shield residents from excessive noise. For example, bedrooms, balconies, and open space areas can be located away from streets and focused toward the interior of a project. The City will develop guidelines to assist developers design structures which respond to noise concerns.

Truck Routes

Truck traffic generates noise which can disturb residential and other noise sensitive land uses. Heavy trucks will not be permitted to drive through residential neighborhoods. The City may establish signed truck routes or may erect signs prohibiting heavy trucks from driving on designated streets.

Air Traffic Noise

Although airport noise is generally not a great concern in the City, efforts can be made to further minimize impacts on City residents. To lessen the impacts of noise associated with air traffic into El Monte Airport, the City will participate in regional efforts to require use of quieter aircraft. The City will also work with airport officials and surrounding jurisdictions to maintain open instrument approach patterns into the airport and will continue to register noise complaints with the airport's Noise Abatement Office to ensure airport officials are made aware of any noise problems. Consistent with the Land Use Policy Map, the City will monitor and prohibit proposed land uses adjacent to the airport boundaries which are noise sensitive.

Pursuant to State law, the Los Angeles County Airport Commission is required to adopt a land use plan for properties surrounding El Monte Airport. The City will actively involve itself in the drafting of the plan and working with the Commission to ensure consistency between the County's airport land use plan and City land use policy.

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GENERAL PLAN

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GLOSSARY

A-Weighted Decibel (dBA) - A numerical method of rating human judgment of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Affordable Housing - Housing is considered affordable to all households if it costs no more than 30 percent of gross monthly income for rents and up to 3.0 times annual income for purchasing a home. These are the standards used by the Federal and State governments and the majority of lending institutions.

Air Basin - A self-contained region minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Quality Standard - A health-based standard for air pollution established by the Federal government and the State.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

CNEL - Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Decibel, dB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - The number of families, individuals, dwelling units or housing structures per unit of land.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Active Fault - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Potentially Active Fault - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000 years); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a pro-proposed structure.

Inactive Fault - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

Floor Area Ratio - The gross floor area of all buildings on a lot divided by the lot area.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example "To enhance the open-space amenities of the community."

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Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced groundshaking.

Ground Water - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir for potable water.

Handicapped - The count of persons with disabilities or handicaps in the U.S. Census is based on self-definition with no medical documentation required. As a result, the definition of handicaps may include asthma, arthritis, mental illness, diabetes, etc., as well as musculoskeletal diseases, paralysis, etc., which require modification to housing.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district or zone designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - The U.S. Census considers all persons living in a dwelling unit to be a household whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total of income of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0-50% of the regional median income.
- Low Income = 51-80% of the regional median income.
- Moderate Income = 80-120% of the regional median income.
- Upper Income = over 120% of the regional median income.

Implementation Measure - An action, procedure, program or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

1. The first part of the paper is devoted to a general discussion of the problem of the existence of a solution of the system of equations

which is satisfied by the functions u_1, u_2, \dots, u_n .

2. In the second part

we shall consider the case when

the functions u_1, u_2, \dots, u_n are assumed to be continuous and to satisfy the boundary conditions

on the boundary of the domain

where Ω is the domain in question and $\partial\Omega$ is its boundary.

3. Finally

we shall consider the case when the functions u_1, u_2, \dots, u_n are assumed to be continuous and to satisfy the boundary conditions

on the boundary of the domain Ω and to satisfy the conditions

where Ω is the domain in question and $\partial\Omega$ is its boundary.

4. In the last part of the paper we shall consider the case when the functions u_1, u_2, \dots, u_n are assumed to be continuous and to satisfy the boundary conditions

Infrastructure - The physical systems and services which support development and people, such as streets and highways, transit services, air-ports, water and sewer systems, and the like.

Intensity - The level of land use (low to high) for buildings--lot coverage, floor area ratio, building bulk.

Land Use - A description of how land is occupied or used.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Median Income - The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below.

Noise - Any unwanted or undesirable sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Policy - A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both the text and diagrams.

Special Housing Needs - Those characteristics of the population (other than income) which cause households to have difficulty obtaining housing. The elderly, the handicapped, large families, the homeless, migrant farm-workers, and female-headed households are all considered to have special housing needs under state law.

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